

Initial Study

Terra Bella Public Storage & ALTA Housing Project



Prepared by

City of
Mountain View

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In Consultation with
DAVID J. POWERS
& ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

November 2022

Terra Bella Public Storage & ALTA Housing Project

Draft Mitigated Negative Declaration

Project: Terra Bella Public Storage & ALTA Housing Project

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Availability of the Initial Study:

The Initial Study for this Mitigated Negative Declaration is attached and available for review on the City's website at the following web address:

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

Project Location and Description:

The approximately 4.8-acre project site is located at 1020 and 1040 Terra Bella Avenue and 1055 San Leandro Avenue in the City of Mountain View (Assessor's Parcel Numbers [APNs] 153-15-030, 153-15-002, and 153-15-021).

The project proposes a property transfer between the project site owners (Alta Housing and Public Storage), a land donation of 0.5-acre from Public Storage to Alta Housing, a General Plan Map and text amendment, Zoning map amendment, Planned Community Permit, Development Review

Permit, Subdivision Permit, and Development Agreement in order to develop an updated storage facility and affordable, multi-family housing development. The General Plan Map amendment would change the General Plan land use designation for the portion of project site with the proposed residential development from General Industrial to High Density Residential. The General Plan text amendment would increase the allowable development density on the storage facility portion of the project site that would remain under the existing General Industrial land use designation. The entire project site would be rezoned to Planned Community (P) District with site-specific development standards to allow for the proposed storage facility and residential development. The State Density Bonus Law permits the proposed residential density and parking reduction proposed.

The project would demolish a total of 77,418 square feet of existing storage facility space to construct a new six-story (up to 70 feet to the top of roof and 80 feet to top of penthouse) residential apartment building with 108, 100 percent affordable units (excluding two manager's units) and an above grade parking garage. The project would also construct two new storage facility buildings: 1) a six-story, approximately 285,012 square foot building (including up to one manager's unit) with a maximum height of 84' - 7" and a four-story, approximately 123,952 square foot building with a maximum height of 63' - 3".

Refer to the Initial Study for additional details on the project components.

Proposed Findings:

The City has prepared the attached Initial Study and determined that the analysis in the Initial Study identifies potentially significant project effects, but:

1. Mitigation measures required by the City, and agreed to by the applicant, would avoid or mitigate the effects to a point where no significant effects would occur; and
2. There is no substantial evidence, in light of the whole record before the agency, that the project with implementation of mitigation measures may have a significant effect on the environment. Pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15064(f)(3) and 15070(b), a Mitigated Negative Declaration has been prepared for the project.

Basis of Findings:

Based on the environmental evaluation presented in the attached Initial Study, the project would not cause significant adverse effects related to aesthetics, agricultural and forestry resources, biological resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use/planning, mineral resources, population and housing, public services, recreation, transportation, utilities/service systems, and wildfire. The project does not have impacts that are individually limited, but cumulatively considerable. The environmental evaluation has determined that the project would have potentially significant impacts on air quality, cultural resources (including tribal cultural resources), greenhouse gas emissions, and noise/vibration and the implementation of the mitigation measures listed below would reduce impacts to a less than significant level.

Mitigation Measures:**Air Quality/Greenhouse Gas Emissions**

MM AIR-1.1: The project shall implement the below measures to control diesel particulate matter emissions during construction. This list of measures shall be incorporated into the approved building plan set.

1. All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet U.S. EPA Tier 4 emission standards for NO_x and PM, if feasible, otherwise,
 - a. If use of Tier 4 equipment is not available, alternatively use equipment that meets U.S. EPA emission standards for Tier 3 engines and include particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices that altogether achieve a 60 percent reduction in particulate matter exhaust in comparison to uncontrolled equipment; alternatively (or in combination). Use of alternatively-fueled equipment with lower NO_x emissions that meet the NO_x and PM reduction requirements above.
 - b. Use of electrical or non-diesel fueled equipment.

Alternatively,

2. The applicant may develop another construction operations plan demonstrating that the construction equipment used on-site would achieve a reduction in construction diesel particulate matter emissions by 60 percent or greater. Elements of the plan could include a combination of some of the following measures:
 - Implementation of No. 1 above to use Tier 4 or alternatively fueled equipment,
 - Installation of electric power lines during early construction phases to avoid use of diesel generators and compressors,
 - Use of electrically-powered equipment,
 - Forklifts and aerial lifts used for exterior and interior building construction shall be electric or propane/natural gas powered,
 - Change in construction build-out plans to lengthen phases, and
 - Implementation of different building techniques that result in less diesel equipment usage.

Such a construction operations plan shall be prepared by an air quality expert and approved by the City prior to construction.

Cultural Resources/Tribal Cultural Resources

- MM CUL-2.1:** Prior to ground-disturbing activities, a qualified archaeologist shall provide cultural resources training to all contractors and employees involved in trenching and excavation. The training shall inform participants how to recognize archaeological artifacts and deposits and discuss their obligations under the law and the project's standard conditions of approval.

Noise/Vibration

- MM NOI-2.1:** The following measures shall be implemented during construction to reduce vibration levels to 0.5 in/sec PPV or less at adjacent commercial/industrial buildings south of the site:
- Place operating equipment on the construction site as far as possible from vibration-sensitive receptors.
 - Use smaller vibratory rolling equipment, for example the Caterpillar model CP433E vibratory compactor, within 15 feet of the adjacent commercial/industrial buildings south of the site to reduce vibration levels to 0.5 in/sec PPV or less.
 - Select demolition methods not involving impact tools.
 - Avoid dropping heavy equipment, such as a clam shovel drop, within 15 feet of the adjacent commercial/industrial buildings south of the site, and use alternative methods for breaking up existing pavement, such as a pavement grinder.
 - Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

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Appendix L: Transportation Demand Management Plan
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SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE INITIAL STUDY

The City of Mountain View, as the Lead Agency, has prepared this Initial Study for the Terra Bella Public Storage & ALTA Housing project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Mountain View.

The project proposes to demolish the existing improvements on-site and construct two storage facility buildings totaling 408,964 square feet, and a Subdivision Permit to donate approximately 0.5-acre of land to ALTA Housing for construction of a multi-family housing development with a total of 108 dwelling units. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 PUBLIC REVIEW PERIOD

Publication of this Initial Study marks the beginning of a 30-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 30-day public review period should be sent to:

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City of Mountain View
500 Castro Street, Mountain View, CA 94041
Email: Edgar.Maravilla@mountainview.gov
Phone Number: (650) 903-6321

1.3 CONSIDERATION OF THE INITIAL STUDY AND PROJECT

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

1.4 NOTICE OF DETERMINATION

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

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Terra Bella Public Storage & ALTA Housing Project

2.2 LEAD AGENCY CONTACT

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2.3 PROJECT APPLICANTS

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Email: ccastellanos@altahousing.org
Phone Number: (650) 321-9709

2.4 PROJECT LOCATION

The approximately 4.8-acre project site is located at 1020 and 1040 Terra Bella Avenue and 1055 San Leandro Avenue in the City of Mountain View (Assessor's Parcel Numbers [APNs] 153-15-030, 153-15-002, and 153-15-021). The project site is bound by US 101 to the north, Terra Bella Avenue to the south, San Rafael Avenue to the east, and Linda Vista Avenue to the west. The project site is owned by two entities: Alta Housing and Public Storage. Alta Housing owns the approximately 0.5-acre southeastern portion of the site consisting of a dilapidated, uninhabitable, single-story residence and a paved area used for parking (APN 153-15-021). Public Storage owns the remaining 4.3-acre majority of the site (APNs 153-15-002 and 153-15-030), which is developed with 18, single-story buildings that include drive-up storage lockers and a rental office totaling 77,418 square feet.

The development to the west, south, and east of the project site consists primarily of office and industrial uses. There is also a scientology church to the west of the project site.

Regional and vicinity maps of the site are shown below on Figure 2.4-1 and Figure 2.4-2, respectively, and an aerial photograph of the project site and the surrounding land uses is shown on Figure 2.4-3.



REGIONAL MAP

FIGURE 2.4-1



VICINITY MAP

FIGURE 2.4-2



AERIAL MAP

FIGURE 2.4-3

2.5 ASSESSOR'S PARCEL NUMBERS

153-15-030, 153-15-002, and 153-15-021

2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

The Mountain View 2030 General Plan (General Plan) land use designation for the project site is General Industrial, which allows for industrial uses including manufacturing and storage, research and development, administrative offices, and ancillary commercial. Development in this land use designation is allowed a maximum floor-area ratio (FAR) of 0.35. If the development has a limited number of employees and customers, such as a warehouse, then a maximum FAR of 0.55 would be permissible. Residential uses are not permitted in this land use designation.

The project site is zoned General Industrial (MM), which allows land uses such as manufacturing, storage facilities, and warehouses by right. Other uses such as churches, restaurants, offices, and safe parking are conditionally permitted. The MM zone does not specify a maximum allowable building height unless the site is within 200 feet of a residential district, which the project site is not. Section 36.20.35 of the Mountain View Code of Ordinances (City Code) contains other development standards for the MM zoning district including allowable FAR, setback requirements, and landscaping requirements. Residential land uses are not permitted in the MM zoning district.

2.7 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

- General Plan Map and Text Amendment
- Zoning Map Amendment
- Development Review Permit
- Subdivision Permit
- California State Density Bonus Law
- Development Agreement
- Building Permits

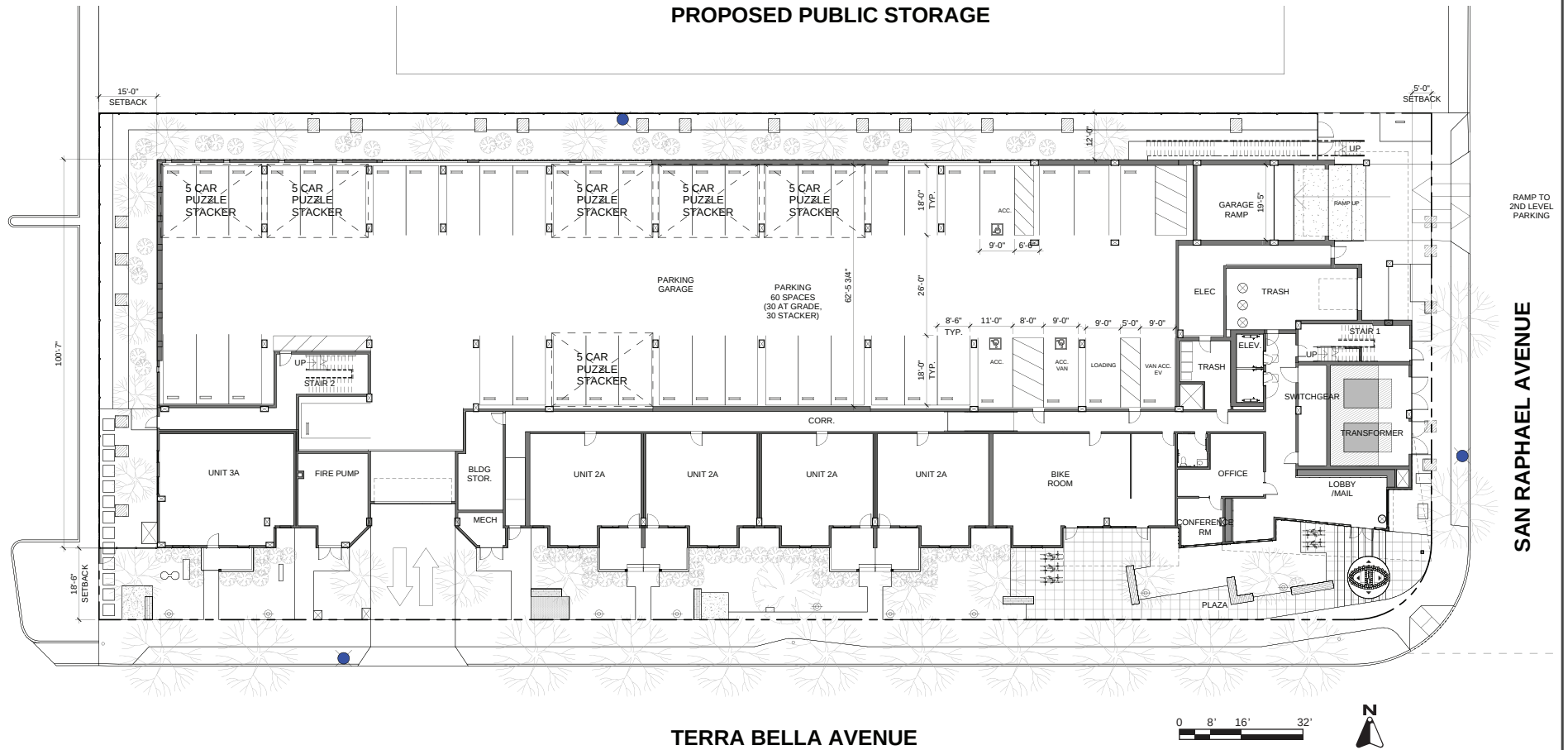
SECTION 3.0 PROJECT DESCRIPTION

The project includes a property transfer between the project site owners, Alta Housing and Public Storage, and a land donation of 0.5-acre from Public Storage to Alta Housing to develop an updated storage facility and affordable, multi-family housing development. The proposed boundaries resulting from the property transfer for the two uses are shown in Figure 2.4-3. This property transfer would help foster a multi-family project with a pedestrian friendly environment within the Terra Bella neighborhood. The storage facility development by Public Storage would be located behind the affordable housing development by Alta Housing and adjacent to the freeway, with the storage facility development creating a buffer between the freeway and the future residents. These benefits cannot be achieved through the current property configuration, only through this unique collaborative venture proposed by Alta Housing and Public Storage. The project would ultimately require the demolition of all existing structures on-site.

As discussed previously, residential uses are not allowed under the current General Industrial General Plan designation or the MM zoning designation on the site. Therefore, the project would require a General Plan map amendment to accommodate the proposed residential building. The General Plan land use designation for the portion of project site with the proposed residential development would be changed to High Density Residential. The High Density Residential General Plan designation allows for development densities of 36 to 80 dwelling units per acre (du/ac) and encourages multi-family residential buildings. The General Plan text would also be amended to increase the maximum allowable FAR under the General Industrial land use designation from up to 0.55 to 2.5 on the storage facility portion of the project site that would remain under the existing General Industrial land use designation. Moving forward, the 2.5 maximum FAR would only apply to projects that provide significant public benefits in support of affordable housing, where allowed through zoning.

In addition to the General Plan amendment, the entire project site would be rezoned to Planned Community (P) District with site-specific development standards to allow for the proposed storage facility and residential development.

The primary project components are described below. Conceptual site plans are shown in Figure 3.0-1 and Figure 3.0-2, and conceptual building elevations are shown in Figure 3.0-3 and Figure 3.0-4.



Source: Van Meter Williams Pollack LLP, September 27, 2022.

CONCEPTUAL GROUND FLOOR RESIDENTIAL BUILDING SITE PLAN

FIGURE 3.0-1



Source: Ware Malcomb, September 30, 2022.

CONCEPTUAL STORAGE FACILITY BUILDINGS SITE PLAN

FIGURE 3.0-2



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



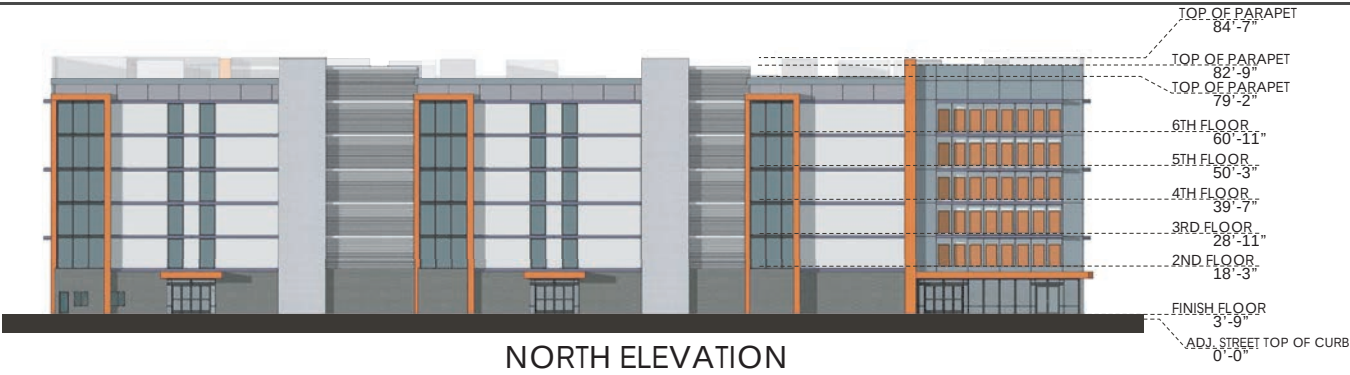
EAST ELEVATION

Source: Van Meter Williams Pollack LLP, September 27, 2022.

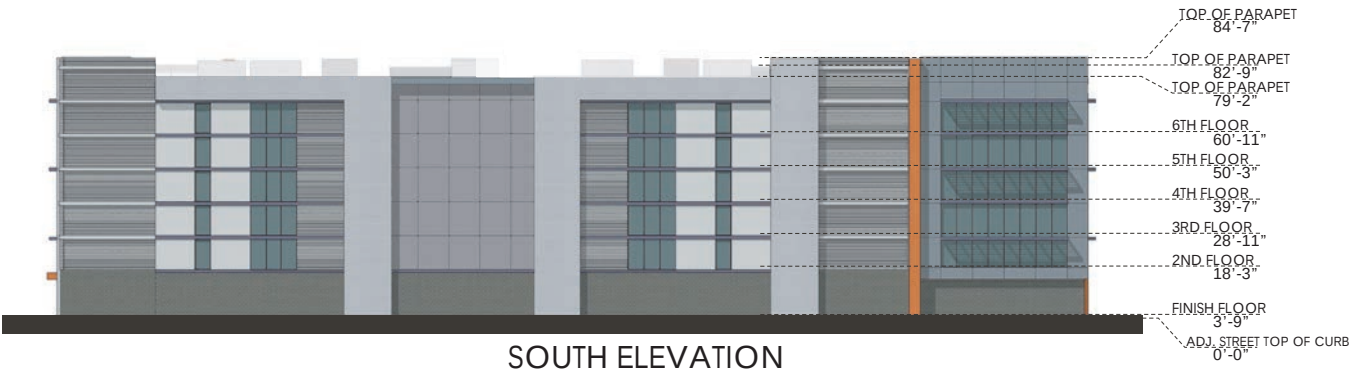
CONCEPTUAL RESIDENTIAL BUILDING ELEVATIONS

FIGURE 3.0-3

BUILDING 1



NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

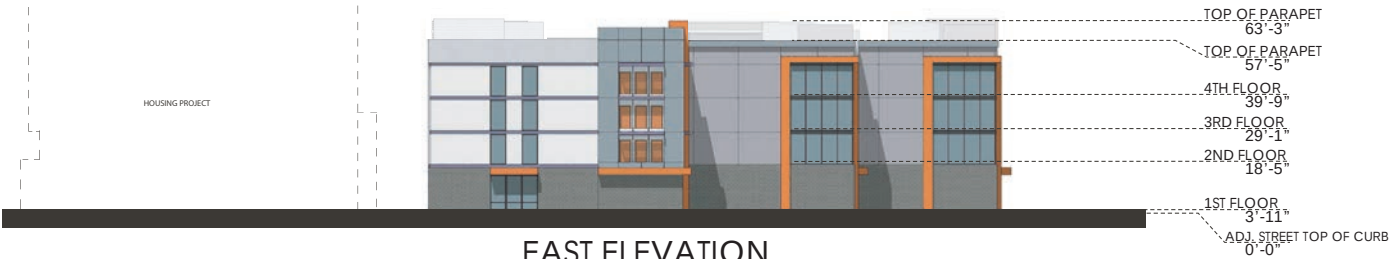
BUILDING 2



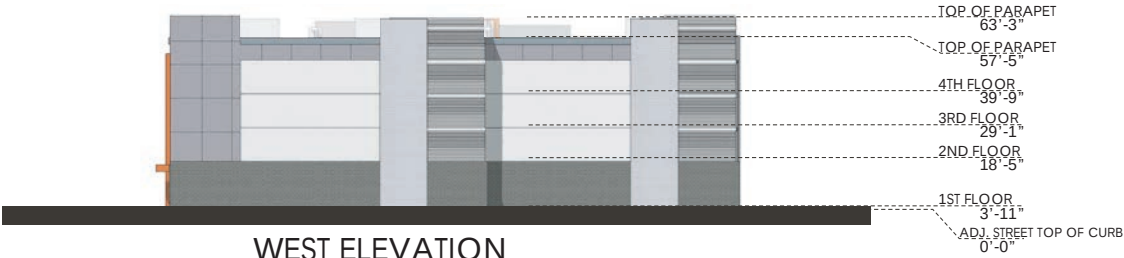
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

Source: Ware Malcomb, September 28, 2022.

CONCEPTUAL STORAGE FACILITY BUILDINGS ELEVATIONS

FIGURE 3.0-4

3.1 RESIDENTIAL DEVELOPMENT

The residential development would be developed in one phase and includes the demolition of the existing improvements on the southern portion of the site fronting Terra Bella Avenue. This area would be redeveloped with a six-story (up to 70 feet to the top of roof and 80 feet to top of penthouse) residential apartment building with 108, 100 percent affordable units (excluding manager's units) and an above grade parking garage. The building would provide 28, three-bedroom apartment units, 29, two-bedroom apartment units, 49, one-bedroom apartment units, and two studio apartment units. Two of the 108 units would be reserved as manager's units, one for the residential building manager and one to serve as a replacement for the existing storage facility manager's unit that would be demolished as a part of this project. In the event affordable housing funding sources would not allow a unit to be occupied by the storage facility on-site manager, Building 1 of the storage facility development would include an 845 square foot manager's apartment unit.¹ The residential parking garage would be located on the San Rafael Avenue and Terra Bella Avenue frontage, providing two levels of parking with a total of 105 parking stalls for the apartment units.

The ground-floor level of the building would include the first level of the parking garage, a bike shop and storage room, a management office, and a lobby and mail room area. Five residential units would also be located on the ground floor of the building facing Terra Bella Avenue. The second floor of the building would have an above grade parking garage and residential units. A residential courtyard would be provided on the third floor of the building containing landscaping areas, lounge areas, play equipment, and multiple trellises with lights and space heaters. Residential units, as well as a community room with meeting areas and kitchen space, would surround the courtyard and make up the remainder of the third floor. The remaining upper floors of the building would consist of residential units. Each floor would provide storage space for residents, and the third and fourth floor would provide laundry rooms for residents. The apartment building would have a minimum side setback of five feet from San Rafael Avenue and a front setback of 18.5 feet from Terra Bella Avenue. The project would include a pedestrian plaza area along Terra Bella Avenue that would contain seating areas and multiple garden themes.

The portion of the project site allotted for the residential building is approximately 45,180 square feet (or 1.04 acres), which would result in an allowed development density of 84 du/ac. The residential building would provide 100 percent affordable housing units, excluding the two manager's units. Under the State Density Bonus Law, the project is entitled to an 80 percent density bonus, four incentives, and unlimited waivers. The residential building requires a density bonus of 28 percent to achieve the proposed density of 104 du/ac with 108 total units. The project proposes a Transportation Demand Management (TDM) plan to reduce the amount of residential parking on-site from 137 parking spaces required by the City under the State Density Bonus Law to 105 spaces. A parking study was completed for the project (refer to Appendix K for the parking analysis) and confirmed the proposed parking is adequate.

¹ This Initial Study conservatively analyzes the project would include 109 residential units.

3.1.1 Green Building Measures

The proposed residential building would achieve GreenPoint Rated Gold certification level by incorporating green building measures including landscaped bioretention areas, drought tolerant landscaping with high-efficiency irrigation, water efficient interior fixtures, energy efficient appliances, and solar panels on the rooftop. Pursuant to the City’s Green Building Code, the residential building would be 100 percent electric. No natural gas would be used.

3.1.2 Access and Parking

Vehicle access to the parking garage of the proposed residential building would be provided via two separate two-way driveways. A driveway on Terra Bella would lead to the at grade parking behind (i.e., directly south of) the building. The second driveway would be located on San Rafael Avenue leading to the second-floor level parking garage.

As mentioned above, the parking garage would provide 105 total parking spaces and include a combination of traditional surface parking spaces and mechanical parking stalls that allow for the stacking of parked cars. These mechanical lift parking stalls would provide up to two parking spaces per stall by stacking two cars vertically. The ground floor level of the parking garage would utilize six of the “puzzle stacker” arrangements to provide 25 parking spaces. The other 80 stalls would be provided as standard surface parking stalls, five of which would be Americans with Disabilities Act (ADA) accessible. The garage would provide 16 electric vehicle charging stations and 89 (EV-ready) stalls that would be pre-wired to be converted into electric vehicle charging stations in the future.

The project also includes a total of 108 bicycle parking spaces in a secure storage room on the ground floor of the residential building. The secure storage room would be accessible through doorways on the outside of the building along Terra Bella Avenue or from internal access points. The project would also provide 12 short-term bicycle parking spaces on racks outside of the building adjacent to Terra Bella Avenue.

Pedestrian access to the residential building would be provided via sidewalks on Terra Bella Avenue and San Rafael, which would provide access to the lobby located on the southeast corner of the building.

3.1.3 Utility and Right-of-Way Improvements

The proposed residential building would make lateral connections to the existing utility system. The project would construct new domestic water, fire water, storm drain, and sanitary sewer lateral connections to the existing water, storm drain, and sanitary sewer mains in Terra Bella Avenue and new irrigation water and stormwater lateral connections to the existing water and storm drain mains in San Rafael Avenue. New fire water connections would be constructed for fire hydrants on Terra Bella Avenue and San Rafael Avenue. Electric lines would connect to an existing electrical vault on San Rafael Avenue northeast of the proposed building, and overhead electricity lines along the project frontage on Terra Bella Avenue would remain in place. No connections to natural gas are proposed.

The sidewalks along the project frontages on Terra Bella Avenue and San Rafael would be reconstructed and widened to include planter strips. New streetlights would also be installed along the building frontages on Terra Bella Avenue. Crosswalks would be striped at all four sides of the

intersection of Terra Bella Avenue and San Rafael Avenue, and curb ramps and gutters would be reconstructed at the intersection as necessary.

3.2 STORAGE FACILITY DEVELOPMENT

The storage facility development would ultimately demolish all existing improvements within its area and develop two storage facility buildings on the northwest and northeast corners of the site (Buildings 1 and 2 respectively) totaling 408,964 square feet. As mentioned previously, Phase 1 of construction includes demolition of the improvements on the southern portion of the site fronting Terra Bella Avenue. Phase 1 also includes the demolition of approximately 52,610 square feet of the existing storage buildings located on the western side of the site. Additionally, Phase 1 would include construction of the six-story, approximately 285,012 square foot storage facility building with a maximum height of 84'- 7" to the top of parapet (see Building 1 on Figure 3.0-2). Building 1 would provide a new rental office on the ground floor and all six floors would contain lockers that customers would use for storage. As described above, if it is infeasible to reserve one of the proposed apartment units for the on-site storage facility manager, Building 1 would include an 845 square foot manager's apartment unit. If the apartment in Building 1 is not needed, this area would be constructed as self-storage unit space.

The remaining 24,808 square feet of existing storage buildings would continue to operate as is until Phase 2. Once Phase 1 is complete, Phase 2 of construction would include the demolition of the remaining storage buildings and the construction of a four-story, approximately 123,952 square foot storage facility building with a maximum height of 63'- 3" to the top of parapet. Building 2 would be located in the northeast corner of the site, directly behind the proposed residential building (see Building 2 on Figure 3.0-2). Building 2 would be dedicated solely to storage space for customers.

The FAR for the storage facility portion of the project site would be approximately 2.49.² As described above, the maximum FAR allowed for this type of use in the General Industrial land use designation is 0.55, but the proposed General Plan Text Amendment would allow for a 2.5 FAR

A locked, trash and recycling enclosure would be located adjacent to Building 1 to accommodate solid waste for both buildings. The trash and recycling bins would only be available to the storage facility office staff. Customers would be required to remove their own debris from the facility.

The proposed rental office hours would be 9:00 a.m. to 8:00 p.m. and customer access hours would be from 6:00 a.m. to 9:00 p.m., seven days a week. Once Phase 1 and 2 are completed, one to four employees per shift would staff the facility.

3.2.1 Green Building Measures

The proposed storage facility buildings would have solar panels and solar-ready rooftops. Landscaping around the perimeter of the storage buildings would also be drought tolerant and feature high-efficiency irrigation. The interior of the storage facility buildings would limit the use of artificial heating and cooling and would utilize motion activated lighting to limit the energy use on-site. The buildings would

² The storage facility buildings would total 408,964 square feet, and the storage facility portion of the project site would be approximately 3.77 acres (or 164,396 square feet) in size. $408,964 \text{ square feet} / 164,396 \text{ square feet} = 2.49$

only be heated if interior temperatures reach approximately 55 degrees Fahrenheit and cooled only when interior temperatures reach approximately 85 degrees Fahrenheit.

3.2.2 Access and Parking

Vehicle access to the proposed storage buildings would be provided by two new, two-way driveways located on Linda Vista Avenue and San Rafael Avenue. The driveways would lead to the main internal driveway along the north side of the property and a separate branch of the driveway would run between the two buildings. The internal driveways would also provide emergency access.

Pursuant to the City’s parking requirements detailed in Section 36.32.50 of the Zoning Ordinance, 209 parking stalls would be required to serve both storage facility buildings. The project requests a parking requirement reduction to reduce the amount of parking provided from 209 to 66 spaces. The parking study completed for the project confirmed 66 spaces was adequate for the proposed Planned (P) District (refer to Appendix K for details). Most of the stalls would be located along the northern boundary of the project site, adjacent to Highway 101. Additional parking stalls, including three ADA accessible stalls, would be provided next to the rental office in the western building and adjacent to the customer lobbies at both buildings. The project would also provide short-term bicycle parking spaces on racks outside of the rental office.

Pedestrian access to the storage facility buildings would be provided via sidewalks on Linda Vista Avenue and San Rafael Avenue.

3.2.3 Utility and Right-of-Way Improvements

The proposed storage facility buildings would require lateral connections to the existing utility system. The project would construct new lateral connections to the existing storm drain, water, and sanitary sewer mains in Linda Vista Avenue and San Rafael Avenue, and new fire water lateral connection to the existing water main in the northern property line. A new fire water connection would be made for a fire hydrant on San Rafael Avenue. Electric lines and transformers would be installed on-site to connect to the existing electric main in Linda Vista Avenue. No connections are proposed for natural gas.

The sidewalks along the project frontages on Linda Vista Avenue and San Rafael would be reconstructed and widened to include planter strips. New streetlights would also be installed on Linda Vista Avenue and San Rafael Avenue along the buildings’ frontages.

3.3 LANDSCAPING

The project site (1020 & 1040 Terra Bella) currently contains three on-site trees, and 15 street trees in the public right-of-way. One of the on-site trees is a protected Heritage tree under Section 32.25 of the City Code.³ The proposed project would remove a total of two on-site trees and preserve the only on-site protected Heritage tree. The proposed project would remove and replace all 15 public right-of-way

³ Per City Code Section 32.25, a “Heritage Tree” is any tree that has a trunk with a circumference of 48 inches or more measured at 54 inches above natural grade. Multi-trunk trees are measured just below the first major trunk fork. Three species, quercus (oak), sequoia (redwood) or cedrus (cedar) are considered “Heritage” if they have a circumference of 12 inches measured at 54 inches above natural grade.

street trees to conduct public right of way improvements, including detach sidewalks with street trees and landscape on all project frontages. The project would plant 19 replacement trees for a total project tree count of 125 trees in areas surrounding each of the buildings and in the surface parking lot for the storage facility buildings.

In addition to the replacement trees, the project would plant other new landscaping (including new shrubs and groundcover) around the perimeter of the site boundary and building footprints and in the third-story courtyard of the residential building. The landscaping would include low to moderate water use plants and California native species.

3.4 STORMWATER TREATMENT

The project site currently consists of approximately 4.54 acres (or 95 percent) of impervious area, including the rooftops of the existing buildings and surface parking areas. The remaining 0.26 acre (or five percent) of the site consists of pervious area, which is comprised of landscaping and other permeable surfaces. The proposed project would result in a reduction of impervious area by approximately 0.65 acre (or 14 percent). Table 3.4-1 summarizes the impervious and pervious surfaces on-site under existing and project conditions.

Table 3.4-1: Existing and Proposed Impervious/Pervious Surfaces				
	Existing		Proposed	
	Acreage	Percent of site	Acreage	Percent of site
Impervious	4.54	95	3.89	81
Pervious	0.26	5	0.91	19
<i>Total</i>	<i>4.80</i>	<i>100</i>	<i>4.80</i>	<i>100</i>

The proposed improvements that would contribute to the decrease in impervious area include the addition of bioretention areas, landscaping, and rain gardens in several areas around the new buildings. These improvements would be constructed on portions of the project site that are currently paved areas.

3.5 CONSTRUCTION

Project construction activities include demolition, site preparation, grading and excavation, building construction, architectural coatings, and paving. The project would be completed in two phases, the residential building and Building 1 of the storage facility would be constructed in Phase 1 and Building 2 of the storage facility would be constructed in Phase 2. These phases are described below.

3.5.1 Phase 1 – Residential Development and Storage Building 1

Phase 1 of construction includes the demolition of the existing storage buildings on the southern portion of the site fronting Terra Bella Avenue, as well as approximately 52,610 square feet of the storage buildings located on the western portion of the site. Since the existing rental office would be demolished under Phase 1, a temporary office trailer would be located within the storage facility development area near the San Rafael Avenue entrance while Building 1 is being constructed. The temporary office trailer would be removed as soon as Building 1 is approved for occupancy.

The remaining storage buildings on the east side of the site would remain and continue to be occupied by existing tenants during Phase 1. During construction of Phase 1, the remaining storage buildings would be accessible from San Rafael Avenue.

After demolition is complete, the residential development and Building 1 of the storage facility development would be constructed. The construction materials required for this phase would be staged on-site in the area created by the demolition of the existing storage buildings. It is estimated that construction for both buildings would take a total of 22 months and require excavation at a maximum depth of eight feet below ground surface. Excavation and removal of approximately 2,815 cubic yards of soil would be necessary to accommodate the proposed building foundations, footings, and utilities. It is assumed that Phase 1 would start in December 2023 and be completed in September 2025.

After Phase 1 is complete, the storage facility development (remaining storage facility buildings on the east side of the site and newly constructed Building 1) would be accessed from Linda Vista Avenue where the new rental office is located.

3.5.2 Phase 2 – Storage Building 2

Phase 2 of construction includes the demolition of the remaining 24,808 square feet of the existing storage facility buildings and construction of Building 2 on the east side of the site. It is estimated that Phase 2 would take a total of 12 months to complete and require excavation at a maximum depth of eight feet below ground surface for utilities and 2.5 feet at the building foundations. Excavation and removal of approximately 2,625 cubic yards of soil would be necessary to accommodate the proposed building foundations, footings, and utilities. It is assumed that Phase 2 would start in October 2025 and be completed in September 2026.

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

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

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

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project’s impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. “Mitigation measures” are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered to correspond to the checklist question being answered. For example, Impact BIO-1 answers the first checklist question in the Biological Resources section. Mitigation measures are also numbered to correspond to the impact they address. For example, MM BIO-1.3 refers to the third mitigation measure for the first impact in the Biological Resources section. Identified mitigation measures are applicable to both project components (residential and storage facility) unless explicitly stated otherwise.

Note: As described in the project description, in the event affordable housing funding sources would not allow a unit to be occupied by the storage facility on-site manager, Building 1 of the storage facility development would include an 845 square foot manager’s apartment unit. The following sections conservatively analyzed the development of 109 residential units to account for the additional unit in the storage facility.

4.1 AESTHETICS

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Framework*

State

Senate Bill 743

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

- The project is a residential, mixed-use residential, or employment center project, and
- The project is located on an infill site within a transit priority area.⁴

SB 743 also clarifies that local governments retain their ability to regulate a project's aesthetics impacts outside of the CEQA process.

Streets and Highway Code Sections 260 through 263

The California Scenic Highway Program (Streets and Highway Code, Sections 260 through 263) is managed by the California Department of Transportation (Caltrans). The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment.

Local

Mountain View 2030 General Plan

The General Plan contains goals and policies to avoid significant aesthetic impacts. The following policies are applicable to the proposed project.

⁴ An "infill site" is defined as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." A "transit priority area" is defined as "an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan." A "major transit stop" means "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."

Source: Office of Planning and Research. "CEQA Review of Housing Projects Technical Advisory." Accessed March 1, 2022. https://opr.ca.gov/docs/20190208-TechAdvisory-Review_of_Housing_Exemptions.pdf.

Policy	Description
Land Use Mix, Distribution and Intensity	
LUD 6.1	Neighborhood character. Ensure that new development in or near residential neighborhoods is compatible with neighborhood character.
LUD 9.1	Height and setback transitions. Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods.
LUD 9.3	Enhanced public space. Ensure that development enhances public spaces: <ul style="list-style-type: none"> • Encourage strong pedestrian-oriented design with visible, accessible entrances and pathways from the street. • Encourage pedestrian-scaled design elements such as stoops, canopies and porches. • Encourages connections to pedestrian and bicycle facilities. • Locate buildings near the edge of the sidewalk. • Encourage design compatibility with surrounding uses. • Locate parking lots to the rear or side of buildings. • Encourage articulation and use of special materials to provide visual interest. • Promote and regulate high-quality sign materials, colors and design that are compatible with site and building design. • Encourage attractive water-efficient landscaping on the ground level.
LUD 9.5	View preservation. Preserve significant views throughout the community.
LUD 9.6	Light and glare. Minimize light and glare from new development.

City of Mountain View Code of Ordinances

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

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

The Zoning Administrator makes recommendations to the City Council for development projects located in some Precise Plan areas and makes final decisions for development, variance, and use permits. The DRC reviews the architecture and site design of new development and provides project applicants with design comments/direction. The development review process ensures the architecture and urban design of new developments would protect the City's visual environment.

4.1.1.2 Existing Conditions

Scenic Vistas

The term scenic vista typically refers to an expansive view of an area that is visually or aesthetically pleasing, usually as seen from an elevated point or open area. The scenic quality of the City is characterized by extensive views to the Santa Cruz Mountains to the south and west and views of other natural features such as the Diablo Mountain range to the southeast, Mission Peak to the east, and Stevens Creek in the eastern portion of the City.⁵ Views of San Francisco Bay are generally available only from Shoreline Park in the North Bayshore Area, and views of ridgelines are available along the City's edges, streets, and other open areas, which are unimpeded by built structures.⁶

The project site is located in a highly developed area of the City. It is located on relatively flat land which limits the amount of expansive views from the project site. Obstructed views of the Santa Cruz Mountains can be seen in the project vicinity, looking south on Linda Vista Avenue and San Rafael Avenue.

There are no state-designated scenic highways in Mountain View. There is only one state-designated scenic highway in Santa Clara County: SR 9 from the Santa Cruz County line to the Los Gatos City limit. Eligible state scenic highways (not officially designated) include: SR 17 from the Santa Cruz County line to SR 9, SR 35 from Santa Cruz County line to SR 9, I-280 from the San Mateo County line to SR 17, and the entire length of SR 152 within the County. The nearest officially designated scenic highway is the segment of I-280 in San Mateo County, which is approximately 6.5 miles west of the project site.⁷ The project site is not visible from a designated state scenic highway.

Visual Character and Quality

The project site is located in an office and industrial part of the City. The project site contains three separate uses and operations: a gated storage facility, a boarded-up single-family residence, and a gated parking area that serves as a safe parking lot.⁸ In total, the project site contains 19 existing buildings: 17 buildings with storage lockers, one rental office, and one non-habitable residence. The 17 drive-up storage locker buildings are single-story structures with flat top roofs, concrete masonry unit (CMU) walls, and large rolling garage doors for each locker unit. The rental office at the storage facility is a taller one-story structure with a combination of flat rooflines and a pyramid hip roof. The storage locker building and rental office total 77,418 square feet. The residence is a dilapidated, uninhabitable one-story and has a façade covered in wooden cladding and a standard hip roof. The safe parking lot is located between the storage facility buildings and single residence. The landscaping on the project site is currently comprised of small shrubs, three on-site trees, one of which is a protected Heritage tree

⁵ City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report*. SCH #2011012069. September 2012. Page 477.

⁶ City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report*. SCH #2011012069. September 2012. Page 477.

⁷ Caltrans. "California State Scenic Highway System Map." Accessed June 27, 2022.

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>.

⁸ "Safe parking" is a City program that gives a temporary, overnight, safe location to park for individuals and families living in a vehicle while providing access to services that will transition them into more stable housing. Source: City of Mountain View. "Safe Parking Program." Accessed September 9, 2022.

https://www.mountainview.gov/depts/comdev/housing/homelessness/safe_parking_program/default.asp.

under Section 32.25 of the City Code.⁹ Additional information regarding the trees on-site can be found in Section 4.4 Biological Resources.

The surrounding area in the immediate vicinity of the project site consists primarily of one- to two-story office and industrial properties. The properties to the west of the project site contain a two-story church and several single-story office buildings. These properties have landscaped areas surrounding the perimeter of the sites. The properties to the south and east of the project site are occupied by one to two-story office buildings with landscaping around the perimeter of the sites and in the surface parking lots. Highway 101 is adjacent to the northern site boundary, and the retaining walls and elevated highways are visible from the project site.

Views of the project site and the surrounding area are shown in Photos 1-6 below.

Location within a Transit Priority Area

The project site is not located within 0.5-mile of a major transit stop; therefore, it is not located in a Transit Priority Area.

⁹ Per City Code Section 32.25, a “Heritage Tree” is any tree that has a trunk with a circumference of 48 inches or more measured at 54 inches above natural grade. Multi-trunk trees are measured just below the first major trunk fork. Three species, quercus (oak), sequoia (redwood) or cedrus (cedar) are considered “Heritage” if they have a circumference of 12 inches measured at 54 inches above natural grade.



Photo 1: View of the existing uninhabitable single-family residence on the southeast corner of the project site.



Photo 2: View of the “safe parking lot” currently located on eastern side of the project site.

PHOTOS 1 & 2



Photo 3: View from the northwest corner of the Terra Bella Avenue and San Rafael Avenue intersection looking south.



Photo 4: View from the northeast corner of the Terra Bella Avenue and Linda Vista Avenue intersection looking west.

PHOTOS 3 & 4



Photo 5: View from the northeast corner of the project site looking west.



Photo 6: View from the southern border of the project site looking north.

PHOTOS 5 & 6

4.1.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
3) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? ¹⁰ If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact AES-1: The project would not have a substantial adverse effect on a scenic vista. **(Less than Significant Impact)**

As discussed in Section 4.1.1.2, the topography and location of the project area limits the view of scenic resources. The project does not propose development in Shoreline Park, City's edges, streets, or other open areas. The primary scenic resource visible from the project vicinity is the Santa Cruz Mountain Range. Views of the Santa Cruz Mountains are obstructed by existing development throughout most of the project site. Based on the lack of scenic vistas visible from the site, implementation of the project would result in a less than significant impact to scenic vistas. **(Less than Significant Impact)**

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

As discussed in Section 4.1.1.2, there are no state-designated scenic highways in Mountain View and the nearest designated scenic highway is approximately 6.5 miles west of the project site. The project site is not visible from that segment of state-designated scenic highway, so the development of the project would not have an adverse impact on the viewshed from the highway. **(No Impact)**

¹⁰ Public views are those that are experienced from publicly accessible vantage points.

Impact AES-3: The project is in an urbanized area and would not conflict with applicable zoning and other regulations governing scenic quality. **(Less than Significant Impact)**

The project would be subject to review by the DRC review process to ensure consistency with the General Plan policies and other regulations identified in Section 4.1.1.1. The project therefore would be designed to be compatible with the neighborhood character, minimize light and glare, have height and setback transitions as appropriate from adjacent structures, enhance public spaces by constructing landscaped seating areas along Terra Bella Avenue, and create a presence on Terra Bella Avenue by facing the residential courtyard towards the street. Based on the above discussion, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. **(Less than Significant Impact)**

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

The project site is located in an urban infill area with existing light sources including lighting from buildings, streetlights, and vehicles travelling on local roads and US-101. Sources of daytime glare include building windows and vehicles. The proposed project would construct a six-story residential building and two storage facility buildings that would range from four- to six-stories in height. All three buildings would include exterior, nighttime security lighting. The interior lighting of the residential units at night would also add to the neighborhood nighttime illumination. New streetlights would also be installed on Linda Vista Avenue, San Rafael Avenue, and Terra Bella Avenue.

The development of the project would replace existing light sources and add additional light sources that would incrementally increase the amount of nighttime lighting on the project site compared to existing condition. However, the project would be subject to the design review process prior to submittal of construction drawings for a building permit. The review would ensure project lighting is directed downward and would not spillover onto adjacent properties or otherwise be highly visible, while providing adequate lighting for safety. The proposed buildings do not contain reflective materials (e.g., large expansive glass) that would introduce new sources of substantial glare. For these reasons, the project would not create a new source of substantial light or glare. **(Less than Significant Impact)**

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

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

California Land Conservation Act

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

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.¹¹ Programs such as CAL FIRE's Fire and Resource Assessment Program and are used to identify whether forest land, timberland, or timberland production areas that could be affected are located on or adjacent to a project site.

4.2.1.2 *Existing Conditions*

The project site has a General Plan land use designation of General Industrial and is zoned MM (General Industrial). The project site is currently developed with one, non-habitable single-story residence and 18, single-story buildings that include drive-up storage lockers and a rental office. The site is surrounded by office and industrial uses. The Santa Clara County Important Farmlands 2016 Map designates the project site as "Urban and Built-Up Land", which is defined as land with at least six structures per 10 acres. Common examples of "Urban and Built-Up Land" are residential, institutional, industrial, commercial, landfill, golf course, airports, and other utility uses.¹² No lands

¹¹ Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).

¹² California Natural Resources Agency. "Santa Clara County Important Farmland 2016." Accessed June 27, 2022. <https://www.conservation.ca.gov/dlrp/fmmp/Pages/SantaClara.aspx>

adjacent to the project site are used for agricultural production, forest land, or timberland. Surrounding properties are designated, zoned, and used for urban uses. There are no Williamson Act parcels on or in the vicinity of the project site.¹³

4.2.2 **Impact Discussion**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
4) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

The proposed project would redevelop a site that is designated as “Urban and Built-Up Land” on maps prepared by the California Resources Agency for Santa Clara County. Therefore, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be converted to non-agricultural use as a result of project implementation. **(No Impact)**

¹³ County of Santa Clara. “Williamson Act and Open Space Easement.” September 17, 2018. Accessed June 27, 2022. <https://www.sccgov.org/sites/dpd/programs/wa/pages/wa.aspx>.

Impact AG-2:	The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. (No Impact)
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As discussed in Section 4.2.1.2, the project site has a General Plan land use designation of General Industrial and is zoned MM (General Industrial). The project site is not under a Williamson Act contract. Therefore, the project would not conflict with existing zoning for an agricultural use or a Williamson Act contract. **(No Impact)**

Impact AG-3:	The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. (No Impact)
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As discussed in Section 4.2.1.2, the project site is not zoned, or adjacent to land zoned, for forest land, timberland, or Timberland Production. It is in an urban area surrounded by urban development. Therefore, the project would not conflict with existing zoning or require rezoning of forest land or timberland uses. **(No Impact)**

Impact AG-4:	The project would not result in a loss of forest land or conversion of forest land to non-forest use. (No Impact)
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The project site is in an urbanized area of the City and is currently developed with a storage facility and an uninhabitable residence. Therefore, no forest land would be lost as a result of the project. **(No Impact)**

Impact AG-5:	The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. (No Impact)
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The proposed development would occur in an urbanized area of the City. No agricultural or forestry uses are on-site or in the vicinity of the project site. Therefore, the project would not result in impacts to agricultural lands or forest lands. **(No Impact)**

4.3 AIR QUALITY

The following discussion is based, in part, on an Air Quality & Greenhouse Gas Assessment prepared by Illingworth & Rodkin, Inc. dated November 15, 2022. This report is attached as Appendix A to this Initial Study.

4.3.1 Environmental Setting

4.3.1.1 *Background Information*

Criteria Pollutants

Air quality in the Bay Area is assessed related to six common air pollutants (referred to as criteria pollutants), including ground-level ozone (O₃), nitrogen oxides (NO_x), particulate matter (PM), carbon monoxide (CO), sulfur oxides (SO_x), and lead.¹⁴ Criteria pollutants are regulated because they result in health effects. The most commonly regulated criteria pollutants in the Bay Area are discussed further below. An overview of the sources and the associated health effects are summarized in Table 4.3-1.

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

High O₃ levels are caused by the cumulative emissions of reactive organic gases (ROG) and NO_x. NO₂ is one of the most prevalent nitrogen oxides that combines with nitric oxide (NO) to form NO_x (nitrogen oxides). These precursor pollutants react under certain meteorological conditions to form high O₃ levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts

¹⁴ The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of sulfur dioxide or lead. These criteria pollutants are not discussed further.

to reduce O₃ levels. The highest O₃ levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources.

PM is a problematic air pollutant of the Bay Area. PM is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM₁₀) and fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM_{2.5}). Elevated concentrations of PM₁₀ and PM_{2.5} are the result of both region-wide emissions and localized emissions.

Toxic Air Contaminants

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

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).¹⁵ Chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the California Air Resources Board (CARB).

Sensitive Receptors

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

4.3.1.2 Regulatory Framework

Federal and State

Clean Air Act

At the federal level, the United States Environmental Protection Agency (EPA) is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants (discussed previously), including PM, O₃, CO, SO_x, NO_x, and lead.

¹⁵ California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed July 6, 2022. <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>.

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

Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, the plan involves application of emission control strategies to existing diesel vehicles and equipment to reduce DPM (in addition to other pollutants). Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel fueled vehicles and equipment (including off-road equipment), will significantly reduce emissions of DPM and NO_x.

California Green Building Standards Code

Section 5.504.4.5 of the California Green Building Standards Code (CALGreen) requires hardwood plywood, particleboard, and medium density fiberboard composite wood products used on the interior or exterior of the building to meet the requirements for formaldehyde as specified in CARB's Air Toxics Control Measure (ATCM) for composite wood (17 CCR 93120 et seq.), and materials that are not exempt by ATCM must meet specified emission limits required in CALGreen Table 5.504.4.5 – Formaldehyde Limits.

Regional and Local

2017 Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD will continue its progress toward attaining state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-greenhouse gases (GHGs) that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.¹⁶

¹⁶ Bay Area Air Quality Management District. *Final 2017 Clean Air Plan*. April 19, 2017.
<http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>.

CEQA Air Quality Guidelines

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

City of Mountain View 2030 General Plan

The General Plan contains goals and policies to avoid significant air quality impacts. The following policies are applicable to the proposed project.

Policy	Description
INC 20.6	Air quality standards. Protect the public and construction workers from construction exhaust and particulate emissions.
INC 20.7	Protect sensitive receptors. Protect the public from substantial pollutant concentrations.
INC 20.8	Offensive odors. Protect residents from offensive odors.
MOB 9.2	Reduced vehicle miles traveled. Support development and transportation improvements that help reduce greenhouse gas emissions by reducing per capita VMT.

4.3.1.3 *Existing Conditions*

The Bay Area is considered a non-attainment area for ground-level O₃ and PM_{2.5} under both the federal Clean Air Act and state Clean Air Act. The area is also considered nonattainment for PM₁₀ under the state act, but not the federal act. The area has attained both state and federal ambient air quality standards for CO.

The air quality analysis conservatively assumed that the former residential building 60 feet east of the project site, currently occupied by a roofing company, is the closest sensitive receptor to the project site. The second closest sensitive receptor is located approximately 260 feet southeast of the project site (refer to Figure 4.3-1).



LOCATIONS OF OFF-SITE SENSITIVE RECEPTORS

FIGURE 4.3-1

4.3.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
3) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Note: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the determinations.

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

Table 4.3-2: BAAQMD Air Quality Significance Thresholds			
Pollutant	Construction Thresholds	Operation Thresholds	
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG, NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	
Fugitive Dust	Dust Control Measures/Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources (within a 1,000-foot Zone of Influence)			
Health Hazard	Single Source	Combined Cumulative Sources	
Excess Cancer Risk	10 per one million	100 per one million	
Hazard Index	1.0	10.0	
Incremental Annual PM _{2.5}	0.3 µg/m ³	0.8 µg/m ³ (average)	

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

The BAAQMD CEQA Air Quality Guidelines set forth criteria for determining consistency with the 2017 CAP. In general, a project is considered consistent if a) it supports the primary goals of the 2017 CAP; b) it includes relevant control measures; and c) it does not interfere with implementation of the 2017 CAP control measures.

Support of Primary 2017 Clean Air Plan Goals

As discussed in Section 4.3.1.1 Regulatory Framework, the goals of the 2017 CAP include 1) protecting public health by progressing towards attaining air quality standards and eliminating health risk and 2) protecting the climate. If a project exceeds the BAAQMD criteria air pollutants thresholds of significance, its emissions are considered to result in significant adverse air quality impacts to the region's existing air quality conditions. An analysis of the project's construction and operational air pollutant emissions is provided below.

Construction Period Emission

Implementation of the proposed project would result in short-term emissions from construction activities associated with development, including demolition, site grading, asphalt paving, building construction, and architectural coating. Emissions commonly associated with construction activities include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips. During construction, fugitive dust, the dominant source of PM₁₀ and PM_{2.5} emissions, is generated when wheels or blades disturb surface materials. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby.

Demolition and construction of buildings can also generate PM₁₀ and PM_{2.5} emissions. Off-road construction equipment is often diesel-powered and can be a substantial source of NO_x emissions, in addition to PM₁₀ and PM_{2.5} emissions. Diesel exhaust from construction equipment poses both a health and nuisance impact to nearby receptors.

Construction period emissions were modeled based on equipment list and schedule information provided by the applicant. Refer to Appendix A for details about the modeling, data inputs, and assumptions. The average daily construction criteria air pollutant emissions of the proposed project are summarized in Table 4.3-3 below. As shown in Table 4.3-3, the construction period emissions would be below the BAAQMD significance thresholds.

Table 4.3-3: Average Daily Construction Period Criteria Pollutant Emissions				
Emission Source	Emissions (pounds/day)*			
	NO_x	ROG	PM₁₀	PM_{2.5}
Residential Building (2024)*	3.94	4.61	0.22	0.17
Residential Building and Storage Building 1 (2025)	11.87	4.63	0.24	0.17
Storage Building 2 (2026)	4.98	2.49	0.12	0.09
Significance Threshold	54	54	82	54
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
* Includes one month of construction in 2023				

BAAQMD considers construction emission impacts that are below the thresholds of significance (such as those of the project) less than significant if Best Management Practices (BMPs) are implemented. The City requires the BMPs as a City standard condition of approval.

City Standard Condition of Approval

COA AIR-1.1: Basic Air Quality Construction Measures: The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures shall include, at a minimum, the following measures: (a) all exposed surfaces (e.g., parking areas,

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

With implementation of the City standard condition of approval COA AIR-1.1, the project construction period emission would be reduced to a less than significant level by controlling dust, limiting equipment idling, and properly maintaining equipment. **(Less than Significant Impact)**

Operational Period Emissions

Operational emissions from the project would be generated primarily from vehicles driven by future residents, employees, and customers. Vehicle trips from the project were calculated in the Transportation Analysis (TA) completed for the project (refer to Appendix K). Evaporative emissions from architectural coatings and maintenance products (classified as consumer products) are also typical emissions from the proposed land use. The operational emissions of the project were modeled, and the results are summarized in Table 4.3-4. Refer to Appendix A for details about the modeling, data inputs, and assumptions. As shown in Table 4.3-4, the project's operation emissions would be below the BAAQMD annual tons per year and average pounds per day significance thresholds. The project, therefore, would not result in significant operational criteria air pollutant emissions.

Table 4.3-4: Operational Period Criteria Pollutant Emissions				
Emission Source	Annual Emissions (tons/year)			
	NO _x	ROG	PM ₁₀	PM _{2.5}
Tons Per Year				
Annual Project Operational Emissions (2027)	2.94	0.43	0.99	0.25
Existing Use Emissions (2022)	0.46	0.09	0.12	0.03
Net Annual Emissions (A-B)	2.48	0.34	0.87	0.22
Significance Threshold	10	10	15	10
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Pounds Per Day				
Daily Project Operational Emissions (2027)*	13.61	1.89	4.74	1.21
Significance Threshold	54	54	82	54
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
* Assumes 365-day operation				

Community Health Risk

Development of the proposed project can increase the health risk of existing sensitive receptors during construction and operation. Temporary project construction activity which generates dust and equipment exhaust would affect nearby sensitive receptors. Operation of the project would result in an increase in traffic, which would increase air pollutant and TAC emissions in the area. Community risk impacts were addressed by predicting increased cancer risk, the increase in annual PM_{2.5} concentrations and computing the Hazard Index (HI) for non-cancer health risks. To evaluate the increased cancer risks from the project, a 30-year exposure period was used, per BAAQMD guidance, with the sensitive receptors being exposed to both project construction and operation emissions during this timeframe. Unlike the increased maximum cancer risk, the annual PM_{2.5} concentration and HI values are not additive but based on the annual maximum values for the entirety of the project.

The project's community risk impacts to existing sensitive receptors for construction activities and operational activities, and cumulative community risk impacts combined with other existing sources of TACs in the project area are discussed below.

Construction Period Emissions

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a TAC. Construction exhaust emissions may pose health risks for sensitive receptors near the project. The primary community risk impact issue associated with construction emissions are cancer risk and exposure to PM_{2.5}.

Table 4.3-5 summarizes the maximum excess cancer risk, annual PM_{2.5} concentration, and non-cancer HI based on the maximum DPM concentration affecting the maximally exposed individual (MEI), which is the sensitive receptor affected the most by project construction emissions. The MEI for cancer

risk and PM_{2.5} during construction period is located on the first floor of a single-family residence southeast of the project site (as shown on Figure 4.3-1).¹⁷ As shown in Table 4.3-5, the construction risk impacts from the proposed project exceeds the BAAQMD single-source threshold for incremental cancer risk, while the single-source PM_{2.5} and HI thresholds are not exceeded.

Table 4.3-5: Project Health Risk Impacts to the Off-Site MEI			
Emission Source	Cancer Risk (per million)*	Annual PM_{2.5} (mg/m³)*	Hazard Index
Project Construction			
Unmitigated	11.08	0.15	0.01
Mitigated*	3.52	0.06	<0.01
BAAQMD Single-Source Threshold	10.0	0.3	1.0
<i>Exceed Threshold? Unmitigated</i>	Yes	<i>No</i>	<i>No</i>
<i>Mitigated*</i>	<i>No</i>	<i>No</i>	<i>No</i>
* Construction equipment with Tier 4 interim engines and BMPs as mitigation measures.			

Mitigation Measure:

MM AIR-1.1: The project shall implement the below measures to control diesel particulate matter emissions during construction. This list of measures shall be incorporated into the approved building plan set.

1. All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet U.S. EPA Tier 4 emission standards for NO_x and PM, if feasible, otherwise,
 - a. If use of Tier 4 equipment is not available, alternatively use equipment that meets U.S. EPA emission standards for Tier 3 engines and include particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices that altogether achieve a 60 percent reduction in particulate matter exhaust in comparison to uncontrolled equipment; alternatively (or in combination). Use of alternatively-fueled equipment with lower NO_x emissions that meet the NO_x and PM reduction requirements above.
 - b. Use of electrical or non-diesel fueled equipment.

Alternatively,

2. The applicant may develop another construction operations plan demonstrating that the construction equipment used on-site would achieve a reduction in construction diesel particulate matter emissions by 60 percent or greater.

¹⁷ The closest sensitive receptor, east of the project site, is not the project MEI. The second closest sensitive receptor is the project MEI. This is due to the concentrations and timing of the phased construction activities and the north-northwest wind flow based on the Moffett Federal Airfield wind rose.

Elements of the plan could include a combination of some of the following measures:

- Implementation of No. 1 above to use Tier 4 or alternatively fueled equipment,
- Installation of electric power lines during early construction phases to avoid use of diesel generators and compressors,
- Use of electrically-powered equipment,
- Forklifts and aerial lifts used for exterior and interior building construction shall be electric or propane/natural gas powered,
- Change in construction build-out plans to lengthen phases, and
- Implementation of different building techniques that result in less diesel equipment usage.

Such a construction operations plan shall be prepared by an air quality expert and approved by the City prior to construction.

Modeling was completed to determine the effectiveness of the City standard condition of approval COA AIR-1.1 (implementation of BAAQMD BMPs) and mitigation measure MM AIR-1.1 (restricting the project wide-fleet emissions) at reducing health risk impacts to the project MEI. The modeling results show that with the implementation of the City standard condition of approval COA AIR-1.1 and mitigation measure MM AIR-1.1, the project's significant cancer risk construction impact would be reduced to a less than significant level (see Table 4.3-4). Refer to Appendix A for additional details about the modeling. **(Less than Significant Impact with Mitigation Incorporated)**

Operational Period Emissions

The project does not propose stationary equipment that could emit substantial TACs, such as diesel emergency generators or fire pumps. The project would generate additional vehicle trips compared to existing conditions, resulting in increased TACs from diesel vehicles. However, BAAQMD considers a road with less than 10,000 total vehicles per day a low-impact source of TACs. The project would generate 1,117 daily trips or 996 net daily trips compared to existing conditions. The project traffic would be dispersed on the roadway system with most of the trips being from light-duty vehicles (i.e., passenger automobiles), which is a fraction of 10,000 daily vehicles.

In addition, projects with the potential to cause or contribute to increased cancer risk from traffic include those that have attract high numbers of diesel-powered on road trucks or use off-road diesel equipment on-site, such as a warehouse distribution center, a quarry, or a manufacturing facility, which could expose existing or future planned receptors to substantial cancer risk levels and/or health hazards. The proposed project is not a project of concern for non-BAAQMD permitted mobile sources. Therefore, emissions from project traffic are considered negligible and less than significant.

In addition, the City requires the following standard condition of approval to address community health risks from interior finishes containing formaldehyde.

City Standard Condition of Approval:

COA AIR-1.2: Indoor Formaldehyde Reductions: If the project utilizes composite wood materials (e.g., hardwood plywood, medium density fiberboard, particleboard) for interior finishes, then only composite wood materials that are made with CARB approved, no-added formaldehyde (NAF) resins, or ultra-low emitting formaldehyde (ULEF) resins shall be utilized (CARB, Airborne Toxic Control Measure to Reduce Formaldehyde Emissions from Composite Wood Products, 17 CCR Section 93120, et seq., 2009-2013).

For these reasons, the project operation would not result in a significant health risk effect to off-site receptors. **(Less than Significant Impact)**

Cumulative Emissions

By its very nature, air pollution is largely a cumulative impact. The geographic area for cumulative impacts to sensitive receptors is within 1,000 feet of the project site. This distance is recommended by BAAQMD because adverse effects are the greatest within this distance. At further distances, health risk diminishes. A review of the project area indicates existing sources of TACs within or approximately 1,000 feet of the project site. These sources include three roadways with over 10,000 vehicles per day (U.S. 101, State Route 85 ramps, and Shoreline Boulevard), and six stationary sources (three diesel generators, a gas dispensing facility, and two generic sources). In addition, the construction emissions from the following development projects could contribute to the cumulative health risk:

- 1001 North Shoreline Boulevard (150 feet west) – two buildings totaling 303 dwelling units and six levels office space (approved)
- 1155 & 1185 Terra Bella Avenue (400 feet southwest) – 20,000-square foot office building (proposed/pending)

Community risk impacts from the cumulative sources to the project MEIs were modeled and the results are summarized in Table 4.3-6.¹⁸ Refer to Appendix A for details about the modeling, data inputs, and assumptions. As shown in Table 4.3-6, the project would create a significant cumulative annual PM_{2.5} impact; however, implementation of City standard condition of approval COA AIR-1.1 and mitigation measure MM AIR-1.1 would reduce the cumulative impact to a less than significant level. The project would not exceed the BAAQMD cumulative thresholds for cancer risk and HI.

¹⁸ The six stationary sources were modeled. The mitigated construction risk and hazard impact values for the 1001 North Shoreline Boulevard project were calculated in the air quality technical report prepared for this project's EIR, which is available on the City's website (<https://www.mountainview.gov/depts/comdev/planning/activeprojects/1001nshoreline.asp>). The environmental review for 1155 & 1185 Terra Bella Avenue project (also available on the City's website) concluded its health risk would be less than significant. For this reason, the risk for this project was assumed to be below the BAAQMD single-source thresholds.

Table 4.3-6: Cumulative Health Risk Impacts to the Off-Site MEI			
Emission Source	Cancer Risk (per million)	Annual PM _{2.5} (mg/m ³)	Hazard Index
Project Construction			
Unmitigated	11.08	0.15	0.01
Mitigated*	3.52	0.06	<0.01
U.S. 101, Average Daily Trips (ADT) 202,801	11.83	0.54	<0.01
S.R. 85, ADT 67,600	2.44	0.15	<0.01
Shoreline Boulevard, ADT 29,045	0.14	0.01	<0.01
Teledyne Microwave (Facility ID#1127, Manufacturing), MEI at +1,000 feet	---	---	---
Sankt Andreas Backhaus (Facility ID #2867, Oven), MEI at 330 feet	<0.01	---	---
Santa Clara Valley Transportation Authority (Facility ID #13038, Generator), MEI at +1,000 feet	0.24	---	<0.01
New Cingular Wireless PCS LLC dba AT&T Mobility (Facility ID #22347, Generators), MEI at +1,000 feet	0.05	---	---
Santa Clara Valley Transportation Authority (Facility ID #11934, Gas Dispensing Facility), MEI at +1,000 feet	<0.01	---	---
Microsoft Corporation (Facility ID #201699, Generator) MEI at 960 feet	1.13	<0.01	<0.01
1001 North Shoreline Boulevard Mitigated Construction Emissions at 150 feet	<5.40	<0.08	<0.01
1155 & 1185 Terra Bella Avenue Mitigated Construction Emissions at 400 feet	<10.0	<0.30	<1.00
Combined Sources			
Unmitigated	<42.33	<1.24	<1.07
Mitigated*	<34.77	<1.15	<1.07
BAAQMD Cumulative Source Threshold	100	0.8	10.0
<i>Exceed Threshold?</i>			
<i>Unmitigated</i>	<i>No</i>	Yes	<i>No</i>
<i>Mitigated*</i>	<i>No</i>	Yes	<i>No</i>
*Assumes implementation of City standard condition of approval COA AIR-1.1 and mitigation measure MM AIR-1.1.			

As discussed above under project construction impacts, the project would not result in significant health risks to nearby sensitive receptors with the implementation of City standard condition of approval COA AIR-1.1 and mitigation measure MM AIR-1.1. As shown in Table 4.3-6, with implementation of City standard condition of approval COA AIR-1.1 and mitigation measure MM AIR-1.1, the cumulatively significant annual PM_{2.5} impact of the project would still exceed the cumulative threshold due to the contribution of non-project sources. City standard condition of approval COA AIR-1.1 and mitigation measure MM AIR-1.1 represent the best available measures to reduce project construction period emissions. The PM_{2.5} concentration from existing sources and potential simultaneous nearby developments exceed the cumulative threshold even without the project due to local roadways and the simultaneous construction of the other cumulative developments (i.e., the approved 1001 North Shoreline Boulevard project and the proposed/pending 1155 & 1185 Terra Bella Avenue project) at the project MEI. The project's mitigated PM_{2.5} concentration represents five percent of the total mitigated cumulative concentration. In addition, according to BAAQMD, health risks would be less than significant to the MEI if the risks from the project are reduced below the single-source thresholds. For these reasons, the project's contribution is not cumulatively considerable. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

Health Effects from Criteria Air Pollutants

In a 2018 decision (*Sierra Club v. County of Fresno*), the state Supreme Court determined CEQA requires that when a project's criteria air pollutant emissions would exceed applicable thresholds and contribute a cumulatively considerable contribution to a significant cumulative regional criteria pollutant impact, the potential for the project's emissions to affect human health in the air basin must be disclosed. State and federal ambient air quality standards are health-based standards, and exceedances of those standards result in continued unhealthy levels of air pollutants. As stated in the 2017 BAAQMD CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project has a less than significant impact for criteria pollutants, it is assumed to have no adverse health effect. As discussed above, the project's construction and operation emissions would be below the BAAQMD criteria air pollutant emissions thresholds with the implementation of City standard conditions of approval. For these reasons, the project's criteria air pollutant emissions would not result in a significant health impact. **(Less than Significant Impact)**

Consistency with 2017 Clean Air Plan Control Measures

Because the project would not exceed the BAAQMD impact thresholds for criteria air pollutant emissions, the project is not required to incorporate project-specific control measures listed in the 2017 CAP. Furthermore, implementation of the project would not inhibit BAAQMD or partner agencies from continuing progress toward attaining state and federal air quality standards and eliminating health-risk disparities from exposure to air pollution among Bay Area communities, as described within the 2017 CAP. Based on the above discussion, the project would not conflict with 2017 CAP. **(Less than Significant Impact)**

Impact AIR-2:	The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. (Less than Significant Impact)
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As discussed previously in above, the Bay Area is considered a non-attainment area for ground-level O₃ and PM_{2.5} under both the federal and state Clean Air Act. The area is also considered a nonattainment area for PM₁₀ under the state act, but not the federal act. The Bay Area has attained both state and federal ambient air quality standards for CO. As part of an effort to attain and maintain ambient air quality standards for O₃ and PM₁₀, BAAQMD has established thresholds of significance for these air pollutants and their precursors, as listed in Table 4.3-2. These thresholds are for O₃ precursor pollutants (ROG and NO_x), PM₁₀, and PM_{2.5}, and apply to both construction period and operational period impacts.

As discussed under Impact AIR-1, the construction period and operational period criteria air pollutant emissions would not exceed the BAAQMD thresholds of significance, and the project would implement BAAQMD-recommended construction BMPs to controlling dust, limiting equipment idling, and properly maintaining equipment. For these reasons, the project would not result in a significant cumulative criteria pollutant impact. **(Less than Significant Impact)**

Impact AIR-3:	The project would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant Impact with Mitigation Incorporated)
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As discussed under Impact AQ-1 above, project would result in exposure of sensitive receptors near the project site to TAC emissions in excess of BAAQMD risk thresholds for excess cancer cases and annual PM_{2.5} concentrations from construction emissions. Implementation of City standard condition of approval COA AIR-1.1 and mitigation measures MM AIR-1.1 identified under Impact AIR-1 would reduce the construction health risk to a less than significant level. As discussed under Impact AIR-1, the project does not propose uses that would result in significant operational health risk impacts and would implement City standard condition of approval COA AIR-1.2 to reduce any emissions from indoor formaldehyde to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

Impact AIR-4:	The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. (Less than Significant Impact)
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According to BAAQMD's CEQA Guidelines, an odor source with five or more confirmed complaints per year averaged over three years is considered to have a significant impact. Future construction activities in the project area could result in odorous emissions from diesel exhaust associated with construction equipment. Because of the temporary nature of these emissions and highly diffusive properties of diesel exhaust, odorous exposure of sensitive receptors to these emissions would be limited and the impact is considered less than significant.

BAAQMD has identified a variety of land uses and types of operations that would produce emissions that may lead to odors. Land uses identified include wastewater treatment plants, sanitary landfills,

food processing facilities, coffee roasters, composting facilities, and confined animal facility/feed lot/dairy facility. The project proposes residential and storage facility uses, which do not fall under any of the land uses identified by BAAQMD to cause objectionable odors. Therefore, the impact would be less than significant. **(Less than Significant Impact)**

4.3.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (*BIA v. BAAQMD*), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of Mountain View has General Plan Policy INC 20.7 that address existing air quality conditions affecting a proposed project.

In addition to evaluating health impacts from project construction and cumulative TAC sources on existing sensitive receptors (as discussed in Section 4.3.2 Impact Discussion), a health risk assessment was completed to analyze the health effects of project construction (Phase 2 storage building) and existing TAC sources (same off-site sources identified above) on future residents of the proposed project. The criteria used by the City of Mountain View for determining whether new receptors would be affected are the same as those listed for Single-Source Health Risk and Combined Cumulative Health Risk in Table 4.3-2, above. The community health risk to future residences including the on-site managers residing in the manager's units was evaluated and the results are summarized in Table 4.3-7 and Table 4.3-8, respectively. Refer to Appendix A for details about the modeling, data inputs, and assumptions.

Health Risk Effects to Future Residences in the Residential Building

As shown in Table 4.3-7, the health risk to the residents from Phase 2 construction and U.S. 101 would exceed the BAAQMD single-source threshold for cancer risk, from U.S. 101 and S.R. 85 would exceed the BAAQMD single-source threshold for annual PM_{2.5}, and from cumulative sources would exceed the BAAQMD cumulative-source threshold for annual PM_{2.5}.

Table 4.3-7: Cumulative Health Risk Effects to Future Residences in the Residential Building			
Emission Source	Cancer Risk (per million)	Annual PM_{2.5} (mg/m³)	Hazard Index
Project Construction			
Unmitigated	21.84	0.27	0.02
Mitigated*	4.67	0.09	0.01
U.S. 101, Average Daily Trips (ADT) 208,651			
Without MERV16	22.46	1.14	<0.01
With MERV 16	7.59	0.23	<0.01
S.R. 85, ADT 69,550			
Without MERV16	4.78	0.34	<0.01

Table 4.3-7: Cumulative Health Risk Effects to Future Residences in the Residential Building			
Emission Source	Cancer Risk (per million)	Annual PM _{2.5} (mg/m ³)	Hazard Index
With MERV 16	1.91	0.07	<0.01
Shoreline Boulevard, ADT 29,899			
Without MERV16	0.22	0.02	<0.01
With MERV 16	0.11	<0.01	<0.01
Teledyne Microwave (Facility ID#1127, Manufacturing), MEI at +1,000 feet	---	---	---
Sankt Andreas Backhaus (Facility ID #2867, Oven), MEI at 330 feet	<0.01	---	---
Santa Clara Valley Transportation Authority (Facility ID #13038, Generator), MEI at +1,000 feet	0.49	---	<0.01
New Cingular Wireless PCS LLC dba AT&T Mobility (Facility ID #22347, Generators), MEI at +1,000 feet	0.05	---	---
Santa Clara Valley Transportation Authority (Facility ID #111934, Gas Dispensing Facility), MEI at +1,000 feet	<0.01	---	---
Microsoft Corporation (Facility ID #201699, Generator) MEI at 960 feet	2.55	<0.01	<0.01
BAAQMD Single Source Threshold	10	0.3	1.0
<i>Exceed Threshold?</i>			
<i>Unmitigated</i>	Yes	Yes	<i>No</i>
<i>Mitigated*</i>	<i>No</i>	<i>No</i>	<i>No</i>
Combined Sources			
Unmitigated and Without MERV16	<52.41	<1.78	<0.07
Mitigated and With MERV16*	<17.39	<0.41	<0.06
BAAQMD Cumulative Source Threshold	100	0.8	10.0
<i>Exceed Threshold?</i>			
<i>Unmitigated Without MERV16</i>	<i>No</i>	Yes	<i>No</i>
<i>Mitigated and With MERV16*</i>	<i>No</i>	<i>No</i>	<i>No</i>
*Assumes implementation of City standard condition of approval COA AIR-1.1 and mitigation measure MM AIR-1.1.			

Condition of Approval

COA AIR-5.1: The project shall implement the measures:

- Install air filtration for the Residential Building and manager's unit if located in Storage Building 1. Air filtration devices shall be rated MERV16 or higher. To ensure adequate health protection to sensitive receptors (i.e., residents), this ventilation system, whether mechanical or passive, shall filter all fresh air that would be circulated into the dwelling units.
- The ventilation system shall be designed to keep the building at positive pressure when doors and windows are closed to reduce the intrusion of unfiltered outside air into the building
- As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air conditioning (HVAC) air filtration system shall be required that includes regular filter replacement.
- Ensure that the use agreement and other property documents: (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks, (2) include assurance that new owners or tenants are provided information on the ventilation system, and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.

With implementation of the above condition of approval, the ventilation system for the residential units would achieve an 80-percent reduction for small particles and reduce the cancer risk (from U.S. 101) and maximum annual PM_{2.5} concentrations (from U.S. 101 and S.R 85) below the BAAQMD single-source cancer risk and annual PM_{2.5} concentrations and cumulative-source annual PM_{2.5} concentrations thresholds. With implementation of City standard condition of approval COA AIR-1.1 and mitigation measure MM AIR-1.1, the construction cancer risk and annual PM_{2.5} concentrations would be reduced below the BAAQMD single-source thresholds.

Health Risk Effects to Future Storage Facility Manager in Storage Building 1

As shown in Table 4.3-8, the health risk of the storage facility manager in Storage Building 1 from U.S. 101 would exceed the BAAQMD single-source threshold for cancer risk, from U.S. 101 and S.R. 85 would exceed the BAAQMD single-source threshold for annual PM_{2.5}, and from cumulative sources would exceed the BAAQMD cumulative-source threshold for annual PM_{2.5}.

Table 4.3-8: Cumulative Health Risk Effects to Future Manager in Storage Building 1			
Emission Source	Cancer Risk (per million)	Annual PM_{2.5} (mg/m³)	Hazard Index
Project Construction			

Table 4.3-8: Cumulative Health Risk Effects to Future Manager in Storage Building 1			
Emission Source	Cancer Risk (per million)	Annual PM _{2.5} (mg/m ³)	Hazard Index
Unmitigated	2.24	0.11	<0.01
Mitigated*	0.48	0.05	<0.01
U.S. 101, Average Daily Trips (ADT) 208,651			
Without MERV16	28.69	1.50	<0.01
With MERV 16	9.82	0.30**	<0.01
S.R. 85, ADT 69,550			
Without MERV16	5.78	0.42	<0.01
With MERV 16	2.35	0.08	<0.01
Shoreline Boulevard, ADT 29,899			
Without MERV16	0.21	0.02	<0.01
With MERV 16	0.10	<0.01	<0.01
Teledyne Microwave (Facility ID#1127, Manufacturing), MEI at +1,000 feet	---	---	---
Sankt Andreas Backhaus (Facility ID #2867, Oven), MEI at 330 feet	<0.01	---	---
Santa Clara Valley Transportation Authority (Facility ID #13038, Generator), MEI at +1,000 feet	0.49	---	<0.01
New Cingular Wireless PCS LLC dba AT&T Mobility (Facility ID #22347, Generators), MEI at +1,000 feet	0.05	---	---
Santa Clara Valley Transportation Authority (Facility ID #111934, Gas Dispensing Facility), MEI at +1,000 feet	<0.01	---	---
Microsoft Corporation (Facility ID #201699, Generator) MEI at 960 feet	2.55	<0.01	<0.01
BAAQMD Single Source Threshold	10	0.3	1.0
<i>Exceed Threshold?</i>			
<i>Unmitigated</i>	Yes	Yes	<i>No</i>
<i>Mitigated*</i>	<i>No</i>	<i>No**</i>	<i>No</i>
Combined Sources			
Unmitigated and Without MERV16	<40.03	<2.06	<0.06
Mitigated and With MERV16*	<15.86	<0.45	<0.06
BAAQMD Cumulative Source Threshold	100	0.8	10.0

Table 4.3-8: Cumulative Health Risk Effects to Future Manager in Storage Building 1			
Emission Source	Cancer Risk (per million)	Annual PM_{2.5} (mg/m³)	Hazard Index
<i>Exceed Threshold?</i>			
<i>Unmitigated Without MERV16</i>	<i>No</i>	Yes	<i>No</i>
<i>Mitigated and With MERV16*</i>	<i>No</i>	<i>No</i>	<i>No</i>
<p>*Assumes implementation of City standard condition of approval COA AIR-1.1 and mitigation measure MM AIR-1.1.</p> <p>** Mitigated/With MERV16 PM_{2.5} concentration from U.S. 101 is at, but not exceeding, the single-source threshold.</p>			

With implementation of the above City standard condition of approval, the ventilation system for the manager's unit would achieve an 80-percent reduction for small particles and reduce the cancer risk (from US 101) and maximum annual PM_{2.5} concentrations (from U.S. 101 and S.R 85) below the BAAQMD single-source cancer risk and annual PM_{2.5} concentrations and cumulative-source annual PM_{2.5} concentrations thresholds.

4.4 BIOLOGICAL RESOURCES

The discussion in this section is based in part on arborist reports prepared by HMM Engineers dated September 27, 2022 (for 1040 Terra Bella) and March 7, 2022 (for 1020 Terra Bella). These reports are attached to this Initial Study as Appendix B and Appendix C, respectively.

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Endangered Species Act

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

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

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. This includes direct and indirect acts, except for harassment and habitat modification, which are not included unless they result in direct loss of birds, nests, or eggs. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Sensitive Habitat Regulations

Wetland and riparian habitats are considered sensitive habitats under CEQA. They are also afforded protection under applicable federal, state, and local regulations, and are generally subject to regulation by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), CDFW, and/or the USFWS under provisions of the federal Clean Water Act (e.g., Sections 303, 304, 404) and State of California Porter-Cologne Water Quality Control Act.

Fish and Game Code Section 1602

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

Regional

Santa Clara Valley Habitat Plan/Natural Community Conservation Plan

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

Local

Mountain View 2030 General Plan

The General Plan contains goals and policies to avoid significant impacts to biological resources. The following policies are applicable to the proposed project.

Policy	Description
Infrastructure and Conservation Element	
INC 16.3	Habitat. Protect and enhance nesting, foraging and other habitat for special-status species and other wildlife.
INC 16.6	Built environment habitat. Integrate biological resources, such as green roofs and native landscaping, into the built environment.
Parks, Open Space and Community Facilities Element	
POS 12.1	Heritage trees. Protect trees as an ecological and biological resource.
POS 12.2	Urban tree canopy. Increase tree canopy coverage to expand shaded areas, enhance aesthetics and help reduce greenhouse gases.
POS 12.3	Planter strip. Require tree planter strips be wide enough to support healthy trees and well-maintained public infrastructure.
POS 12.4	Drought-tolerant landscaping. Increase water-efficient, drought-tolerant and native landscaping where appropriate on public and private property.

Mountain View Heritage Tree Preservation Ordinance

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

- A tree which has a trunk with a circumference of forty-eight (48) inches or more measured at fifty-four (54) inches above natural grade;
- A multi-branched tree which has major branches below fifty-four (54) inches above the natural grade with a circumference of forty-eight (48) inches measured just below the first major trunk fork;
- Any Quercus (oak), Sequoia (redwood), or Cedrus (cedar) tree with a circumference of twelve (12) inches or more when measured at fifty-four (54) inches above natural grade; or
- A tree or grove of trees designated by resolution of the City Council to be of special historical value or of significant community benefit.

A tree removal permit is required from the City of Mountain View for the removal of Heritage trees. It is unlawful to willfully injure, damage, destroy, move or remove a Heritage tree.

4.4.1.2 *Existing Conditions*

The project site is completely developed and within an urban area. The site provides habitat and foraging opportunities for urban-adapted birds. Habitats primarily associated with Bay Area special-status species, such as riparian, wetland, salt marsh, freshwater marsh, and serpentine grassland habitats, are not present on or adjacent to the site. The nearest waterway is Stevens Creek, which is located approximately 0.22-mile to the east of the project site.

The primary biological resources on-site are trees. The project site currently contains three on-site trees, one of which is a protected Heritage tree under Section 32.25 of the City Code, and 15 street trees located in public right of way. The tree locations are shown on Figure 4.4-1. The arborist reports evaluated the health and suitability for preservation of the trees on-site and found nine trees had a “good” preservation suitability, eight trees had a “moderate” preservation suitability, and one tree had a “poor” preservation suitability. The predominant tree species on-site are Chinese Pistache trees and sweetgum trees, each of which comprise approximately 28 percent (or 56 percent combined) of the trees within the project site. The largest tree identified is a red flowering gum tree located on the southern border of the project site along Terra Bella Avenue, which has a trunk circumference of approximately 148 inches and is in moderate health.



EXISTING TREE LOCATIONS

FIGURE 4.4-1

4.4.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	☐	☐	☒	☐
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	☐	☐	☐	☒
3) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

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

As discussed in Section 4.4.1.2 Existing Conditions, given the urbanized nature of the project site and surrounding area, there are no sensitive habitats or special-status species on or adjacent to the project site. Of the existing 18 trees (three on-site trees and 15 street trees in public right-of-way, 17 would be removed due to interference with the project design including the right-of-way improvements (detached sidewalk with landscape and street trees). The trees could provide nesting habitat for birds,

including migratory birds and raptors. Nesting birds are protected under provisions of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 2800.

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

In compliance with the MBTA and the CDFW code, the proposed project shall implement the following City standard condition of approval, to reduce or avoid construction-related impacts to nesting raptors and their nests.

City Standard Condition of Approval

COA BIO-1.1: Preconstruction Nesting Bird Survey: To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31 to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, preconstruction surveys shall be performed no more than two days prior to construction activities to locate any active nests as follows:

The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500' for active nests—with particular emphasis on nests of migratory birds—if construction (including site preparation) begins during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the qualified biologist, in coordination with the appropriate City staff, shall establish no-disturbance buffer zones around the nests (usually 100' for perching birds and 300' for raptors). The no-disturbance buffer shall remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey shall be necessary to avoid impacts on active bird nests that may be present.

With the implementation of the above City standard condition of approval COA BIO-1.1, the project would result in a less than significant impact to nesting birds because preconstruction surveys would ensure no nesting birds or nests are located on-site during construction, and if they are, buffer zones would be established around nests during construction. **(Less than Significant Impact)**

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

The project site and adjacent sites are fully developed and do not contain sensitive habitats. There is no riparian habitat on or adjacent to the site. The nearest waterway is Stevens Creek, which is approximately 0.22-mile east of the project site and is separated from the site by development and U.S. 101. Therefore, the project would not have an impact on state or federally protected riparian habitat or other sensitive natural community identified in local or regional plans and policies. **(No Impact)**

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

There is no wetland on or adjacent to the site. The nearest wetland to the project site is the riverine habitat located approximately 0.22-mile east of the project site at Stevens Creek.¹⁹ Therefore, the project would not have an impact on state or federally protected wetlands. **(No Impact)**

Impact BIO-4: The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. **(Less than Significant Impact)**

Because the project site is surrounded by urban development, the site provides minimal dispersal habitat for native wildlife and does not function as a wildlife movement corridor. As discussed above, under Impacts BIO-2 and BIO-3, there are no riparian or wetland habitats on or adjacent to the site. The project would implement the City standard condition of approval COA BIO-1.1 under Impact BIO-1 to protect nesting birds, if present during construction. The project would, therefore, not substantially interfere with the movement of fish or wildlife species, nor interfere with established corridors or wildlife nursery sites. **(Less than Significant Impact)**

¹⁹ United States Fish and Wildlife Service. *National Wetlands Inventory, Surface Waters and Wetlands*. Map. May 2021.

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

General Plan Policies

The General Plan contains policies (General Plan Policies INC 16.3, INC 16.6, POS 12.1, POS 12.2, and POS 12.4) that protect habitat for special-status species, heritage trees, and the urban tree canopy, integrate biological resources to the built environment, and enhance the urban landscape. As discussed under Impact BIO-1, the project would conduct a pre-construction nesting bird survey if construction activities would take place during nesting season. This would protect any potential nesting birds by establishing a protective buffer around the nests. The project would install new landscaping throughout the project site and landscaping strips on the sidewalks along the project frontages, including a variety of California native plant species and drought-tolerant species that are low-water use.

The project would result in the removal of 17 trees. The on-site Heritage tree would be retained and protected according to the recommendations included in the arborist reports prepared for the project. The proposed project would replace the removed trees by planting 125 replacement trees throughout the project area. For these reasons, the project would be consistent with General Plan policies related to protecting biological resources. **(Less than Significant Impact)**

Tree Preservation Ordinance

As discussed in Section 3.0, the proposed project would remove two on-site trees and 15 street trees and would plant 125 new trees. The proposed project would implement the following City standard conditions of approval to comply with the City's Tree Preservation Ordinance.

City Standard Conditions of Approval

COA BIO-5.1: The project shall implement the following measures:

- **Replacement:** The applicant shall offset the loss of each tree with 19 replacement trees, for a total of 125 onsite trees. Each replacement tree shall be no smaller than a 24-inch box and shall be noted on the landscape plans submitted for building permit review as Heritage replacement trees.
- **Tree Protection Measures:** The tree protection measures listed in the arborist's report prepared by HMM Engineers dated December 20, 2021 shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, six-foot chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the drip line of any tree on the project site.

With implementation of the above City standard conditions of approval, the proposed project would not conflict with the City's tree preservation ordinance. **(Less than Significant Impact)**

Impact BIO-6: The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(No Impact)**

The project site is not part of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. The Habitat Plan is a conservation program to promote the recovery of endangered species in portions of Santa Clara County while accommodating planned development, infrastructure and maintenance activities. The City of Mountain View, including the project site, is located outside the Habitat Plan area and outside of the expanded study area for burrowing owl conservation. Therefore, it would not conflict with any approved local, regional, or state habitat conservation plan. **(No Impact)**

4.5 CULTURAL RESOURCES

The discussion in this section is based in part on a Cultural Resources Survey Report prepared by Archaeological/Historical Consultants dated August 22, 2022. A copy of the Cultural Resources Survey Report, which contains confidential information related to archaeological resources, is on file at the City.

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

Federal protection is legislated by the National Historic Preservation Act of 1966 (NHPA) and the Archaeological Resource Protection Act of 1979. These laws maintain processes for determination of the effects on historical properties eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA and related regulations (36 Code of Federal Regulations [CFR] Part 800) constitute the primary federal regulatory framework guiding cultural resources investigations and require consideration of effects on properties that are listed or eligible for listing in the NRHP. Impacts to properties listed in the NRHP must be evaluated under CEQA.

The NRHP is the nation's master inventory of historic resources that are considered significant at the national, state, or local level. The minimum criteria for determining NRHP eligibility include:

- The property is at least 50 years old (properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP);
- It retains integrity of location, design, setting, materials, workmanship, feeling, and associations; and
- It possesses at least one of the following characteristics:
 - Association with events that have made a significant contribution to the broad patterns of history;
 - Association with the lives of persons significant in the past;
 - Distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant, distinguishable entity whose components may lack individual distinction; or
 - Has yielded, or may yield, information important to prehistory or history.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and

affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.²⁰

Historical resources eligible for listing in the CRHR must meet the significance criteria described previously and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

The concept of integrity is essential to identifying the important physical characteristics of historical resources and, therefore, in evaluating adverse changes to them. Integrity is defined as “the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance.” The processes of determining integrity are similar for both the CRHR and NRHP and use the same seven variables or aspects to define integrity that are used to evaluate a resource’s eligibility for listing. These seven characteristics include 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. The act requires that upon discovery of human remains, construction or excavation activity must cease, and the county coroner be notified.

Public Resources Code Sections 5097 and 5097.98

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These procedures are outlined in Public Resources Code Sections 5097 and 5097.98. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

Pursuant to Public Resources Code Section 5097.98, in the event of human remains discovery, no further disturbance is allowed until the county coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are of a Native American, the county coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native American remains. The code section also stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

²⁰ California Office of Historic Preservation. “CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6.” Accessed August 31, 2020.
<http://www.ohp.parks.ca.gov/pages/1069/files/technical%20assistance%20bulletin%206%202011%20update.pdf>.

Local

Mountain View 2030 General Plan

The General Plan contains goals and policies to avoid significant impacts to cultural resources. The following policies are applicable to the proposed project.

Policy	Description
Historic Preservation	
LUD 11.1	Historical preservation. Support the preservation and restoration of structures and cultural resources listed in the Mountain View Register of Historic Resources, the California Register of Historic Places or National Register of Historic Places.
LUD 11.5	Archaeological and paleontological site protection. Require all new development to meet state codes regarding the identification and protection of archaeological and paleontological deposits.
LUD 11.6	Human remains. Require all new development to meet state codes regarding the identification and protection of human remains.

City of Mountain View Code of Ordinances

The City's Zoning Ordinance is in Chapter 36, Article 16 of the City Code and consists of land use regulations, based on policies of the General Plan, that have been enacted in order to promote the public health, safety, morals, comfort and general welfare throughout the City of Mountain View.

Division 15, Designation and Preservation of Historic Resources of the City's Zoning Ordinance includes a process for recognizing, preserving, and protecting historical resources. Division 15, Section 36.54.55 establishes the Mountain View Register of Historic Resources as the City's official list of historically significant buildings, structures, and sites that are considered during the development review process. The Mountain View Register has similar criteria for listing as the State of California Register and consists of historic resources that meet one or more of the following criteria (refer to Division 15, Section 36.54.65):

1. Is strongly identified with a person who, or an organization which, significantly contributed to the culture, history or development of the City of Mountain View;
2. Is the site of a significant historic event in the City's past;
3. Embodies distinctive characteristics significant to the City in terms of a type, period, region, or method of construction or representative of the work of a master or possession of high artistic value; and/or
4. Has yielded, or may be likely to yield, information important to the City's prehistory or history.

4.5.1.2 *Existing Conditions*

Historic Resources

The City of Mountain View was historically used as ranch land and agricultural land during the 19th century and into the 20th century. In the early- to mid- 1900s, the City began to develop more industrial and commercial land uses. During this timeframe, the area surrounding the project site was part of the Terra Bella Acres subdivision, which was a rural settlement that contained primarily agricultural uses. The project area was eventually annexed by the City in the 1960s and was subsequently zoned for industrial uses. The project site is currently development with a single-family residence construction in 1953 and 18 single-story storage buildings constructed in 1953. Based on the historic uses on-site and the lack of substantial development prior to the current structures, the project site has a low sensitivity to contain historic era archaeological resources.

To be considered a historic resource, a site must meet certain sets of criteria including relevance to local and regional history, its association with historic figures, and the distinctiveness of its architecture. The 18 single-story storage buildings are less than 50 years old, and therefore, not considered to be eligible historic resources. The single-family residence due to the age, was evaluated against the criteria of the NRHP and CRHR in addition to the criteria established by the City of Mountain View Register of Historic Resources. The evaluation determined that the building is typical of the Minimal Traditional architectural style that was common in the post-World War II period in the San Francisco Bay Area, was not associated with significant historical events or persons, designed by a notable architect, nor does it have the potential to yield information important to prehistory or history of the local area, state, or nation. Based on these characteristics, the evaluation concluded that the site does not contain any resources listed on or eligible for listing on the NRHP, CRHP, or the City of Mountain View Register of Historic Resources because the existing structure does not meet the criteria for historical significance which typically requires the building be constructed with a high level of artistry or be associated with historically significant events or people.

Prehistoric Resources

A records search at the Northwest Information Center of the California Historical Resources Information System (CHRIS) was conducted to identify all recorded archaeological sites on and within one-half mile of the project site. The record search found a single Native American resource within one-half mile of the project site, which was located approximately 0.4-mile east of the site.

The project site is located within a Holocene-age landform with relatively flat valley slopes. Sites with prehistoric resources are typically located in relatively flat areas in proximity to sources of fresh water. The nearest waterway is Stevens Creek, located approximately 0.22-mile east of the project site. Based on these geographic factors, the project site would have a moderate sensitivity to contain buried prehistoric resources.

4.5.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☐	☒	☐	☐
3) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Impact CUL-1: The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. **(No Impact)**

The site and adjacent sites do not contain any resources listed on or eligible for listing on the NRHP or the CRHP; nor do they contain any resources listed on the City of Mountain View Register of Historic Resources. As discussed above under Section 4.5.1.2 Existing Conditions, none of the buildings on-site are eligible for listing as historic resources under national, state, or local criteria. Therefore, there would be no impact to historical resources pursuant to CEQA Guidelines Section 15064.5. **(No Impact)**

Impact CUL-2: The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact with Mitigation Incorporated)**

No archaeological resources have been previously identified on or adjacent to the site. As discussed in Section 4.5.1.2 Existing Conditions, the site has a moderate sensitivity for pre-historic archaeological resources and a low sensitivity for historic-era archaeological resources. Unknown archaeological resources could be discovered on-site during excavation. If any archaeological resources or human remains were discovered as a result of construction activities on-site, the project would be required to implement the following City standard conditions of approval.

City Standard Conditions of Approval

COA CUL-2.1: The project shall implement the following measures:

- **Discovery of Archaeological Resources:** If prehistoric, or historic-period cultural materials are unearthed during ground-disturbing activities, all work within 100 feet of the find shall be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g.,

projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (“midden”) containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and wall, filled wells or privies, and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, shall develop a treatment plan that could include site avoidance, capping, or data recovery.

- **Discovery of Human Remains:** In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50’ radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to their authority, the Coroner shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner shall reinter the human remains, and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City’s Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results, including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City’s Community Development Director.

In addition, based on the project site’s moderate sensitivity for pre-historic archaeological resources, the following mitigation measure shall be implemented prior to the beginning of ground-disturbing activities on-site.

Mitigation Measure

MM CUL-2.1: Prior to ground-disturbing activities, a qualified archaeologist shall provide cultural resources training to all contractors and employees involved in trenching and excavation. The training shall inform participants how to recognize archaeological artifacts and deposits and discuss their obligations under the law and the project’s standard conditions of approval.

Compliance with the above City standard conditions of approval COA CUL-2.1 and mitigation measure MM CUL-2.1 would reduce potential impacts to unrecorded archaeological resources a less than significant level by providing cultural resources training to all contractors and employees involved in trenching and excavation, ensuring that any objects encountered during ground-disturbing activities are appropriately evaluated for cultural significance and protected if significant, and if human remains

are found, by contacting the Santa Clara County Coroner to determine if the remains are Native American. **(Less than Significant Impact with Mitigation Incorporated)**

Impact CUL-3: The project would not disturb any human remains, including those interred outside of dedicated cemeteries. **(Less than Significant Impact)**

As discussed in Impact CUL-2, the project site has moderate sensitivity for pre-historic resources and ground-disturbing activities during project construction could impact unknown underground resources, including human remains. With implementation of the City standard conditions of approval COA CUL-2.1 discussed under Impact CUL-2, the project would reduce impacts to human remains to a less than significant level by contacting the Santa Clara County Coroner to determine if the remains are Native American. **(Less than Significant Impact)**

4.6 ENERGY

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal and State

Energy Star and Fuel Efficiency

At the federal level, energy standards set by the EPA apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. Governor Schwarzenegger issued Executive Order (EO) S-3-05, requiring statewide emissions reductions to 80 percent below 1990 levels by 2050. In 2008, EO S-14-08 was signed into law, requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

Executive Order B-55-18 To Achieve Carbon Neutrality

In September 2018, Governor Brown issued EO-B-55-18 To Achieve Carbon Neutrality, setting a statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." The executive order requires CARB to "ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal." EO-B-55-18 supplements EO S-3-05 by requiring not only emissions reductions, but also that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO₂ from the atmosphere through sequestration.

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years.²¹ Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.²²

²¹ California Building Standards Commission. "California Building Standards Code." Accessed December 8, 2021. <https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo>.

²² California Energy Commission (CEC). "2019 Building Energy Efficiency Standards." Accessed December 8, 2021. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency>.

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

Additionally, CALGreen requires development projects to divert at least 65 percent of construction debris from landfills.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.²³

Local

Mountain View 2030 General Plan

The General Plan contains goals and policies to avoid significant impacts due to energy impacts. The following policies are applicable to the proposed project.

Policy	Description
Land Use and Design	
LUD-10.5	Building energy efficiency. Incorporate energy-efficient design features and materials into new and remodeled buildings.

Greenhouse Gas Reduction Program

The City of Mountain View certified the General Plan Program EIR (SCH #2011012069) and adopted the GGRP in July 2012. The GGRP is a separate but complementary document to the General Plan that implements the long-range GHG emissions reduction goals of the General Plan and serves as a programmatic GHG reduction strategy for CEQA tiering purposes. The GGRP includes goals, policies, performance standards, and implementation measures for achieving GHG emissions reductions, to meet the requirements of AB 32 and the BAAQMD 2030 emissions reductions goals. These measures include strategies such as green building performance and vehicle trip reduction requirements. The program includes a goal to improve communitywide emissions efficiency by 15 to 20 percent over 2005 levels by 2020 and by 30 percent over 2005 levels by 2030.

²³ California Air Resources Board. "The Advanced Clean Cars Program." Accessed December 8, 2021. <https://www.arb.ca.gov/msprog/acc/acc.htm>.

Mountain View Green Building Code and Reach Code

The Mountain View Green Building Code (MVGBC) builds on the state-mandated CALGreen standards to include local green building standards and requirements for private development. The MVGBC does not require formal certification from a third-party organization but requires projects to be designed and constructed to meet the intent of a third-party rating system. For residential projects proposing over five units, the MVGBC requires those buildings meet the intent of 70 GreenPoint Rated points from the Build It Green certification program, as well as compliance with mandatory CALGreen requirements. For non-residential projects proposing buildings between 5,000 and 25,000 square feet, the MVGBC requires those buildings meet the intent of LEED Certified and mandatory CALGreen requirements. For buildings over 25,000 square feet, the MVGBC requires those buildings meet the intent of LEED Silver and mandatory CALGreen requirements.

In 2019, the Mountain View City Council approved amendments to Chapters 8, 14, and 24 of the MVGBC, referred to as the Reach Code amendments. The Reach Code amendments are applicable to any project submitted after December 31, 2019. These Reach Code amendments require new buildings to be all-electric with an exception for commercial spaces with specialized equipment that cannot operate with electric service if approved by the City.

City of Mountain View Construction and Demolition Ordinance

According to the City's Construction and Demolition Ordinance, all development projects involving demolition of greater than 5,000 square feet are required to divert 50 percent of construction demolition debris from landfills. Documentation of this diversion is required prior to scheduling a final building inspection.

4.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 6,956 trillion British thermal units (Btu) in the year 2020, the most recent year for which this data was available.²⁴ Out of the 50 states, California is ranked second in total energy consumption and 49th in energy consumption per capita. The breakdown by sector was approximately 21 percent (1,507.7 trillion Btu) for residential uses, 19.6 percent (1,358.3 trillion Btu) for commercial uses, 24.6 percent (1,701.2 trillion Btu) for industrial uses, and 34 percent (2,355.5 trillion Btu) for transportation.²⁵ This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

Electricity

Electricity in Santa Clara County in 2019 was consumed primarily by the commercial sector (76 percent), followed by the residential sector consuming 24 percent. In 2019, a total of approximately 16,664 gigawatt hours (GWh) of electricity was consumed in Santa Clara County.

²⁴ United States Energy Information Administration. "State Profile and Energy Estimates, 2020." Accessed July 6, 2022. <https://www.eia.gov/state/?sid=CA#tabs-2>.

²⁵ Ibid.

The community-owned Silicon Valley Clean Energy (SVCE) is the electricity provider for the City of Mountain View.²⁶ SVCE sources the electricity, and the Pacific Gas and Electric Company (PG&E) delivers it to customers over their existing utility lines. Customers are automatically enrolled in the GreenStart plan and can upgrade to the GreenPrime plan. Both options are considered 100 percent GHG-emission free.

Natural Gas

PG&E provides natural gas services within the City of Mountain View. In 2020, approximately two percent of California's natural gas supply came from in-state production, while the remaining supply was imported from other western states and Canada.²⁷ In 2020, California used 2,144 trillion Btu of natural gas.²⁸ In 2020, Santa Clara County used less than one percent of the state's total consumption of natural gas.²⁹

Fuel for Motor Vehicles

In 2019, 15.4 billion gallons of gasoline were sold in California.³⁰ The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles) in the United States has steadily increased from about 13.1 miles per gallon (mpg) in the mid-1970s to 24.9 mpg in 2019.³¹ Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was updated in March 2020 to require all cars and light duty trucks achieve an overall industry average fuel economy of 40.4 mpg by model year 2026.^{32,33}

²⁶ Silicon Valley Clean Energy. "Frequently Asked Questions." Accessed July 6, 2022.
<https://www.svcleanenergy.org/faqs>.

²⁷ California Gas and Electric Utilities. *2021 Supplemental California Gas Report*. Accessed July 6, 2022.
https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf.

²⁸ United States Energy Information Administration. "Natural Gas Consumptions Estimates, 2020." Accessed July 6, 2022.
https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_use_ng.html&sid=US&sid=CA.

²⁹ California Energy Commission. "Natural Gas Consumption by County." Accessed July 6, 2022.
<http://ecdms.energy.ca.gov/gasbycounty.aspx>.

³⁰ California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed July 6, 2022.
<https://www.cdtfa.ca.gov/dataportal/dataset.htm?url=VehicleTaxableFuelDist>.

³¹ United States Environmental Protection Agency. "The 2020 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." January 2021.
<https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P1010U68.pdf>.

³² United States Department of Energy. *Energy Independence & Security Act of 2007*. Accessed July 6, 2022.
<http://www.afdc.energy.gov/laws/eisa>.

³³ Public Law 110–140—December 19, 2007. *Energy Independence & Security Act of 2007*. Accessed July 6, 2022.
<http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf>.

4.6.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
<hr/>				
Impact EN-1:	The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. (Less than Significant Impact)			

Construction

Construction of the proposed project would require energy for the manufacture and transportation of building materials, preparation of the project site (e.g., demolition and grading), and the construction of the buildings. Construction processes are generally designed to be efficient in order to avoid excess monetary costs. Additionally, as noted in Section 4.3 Air Quality, the project would implement BAAQMD BMPs as a City standard condition of approval COA AIR-1.1, which restricts equipment idling times and require the applicant to post signs on the project site reminding workers to shut off idle equipment, thus reducing energy waste. The project would also comply with CALGreen to divert a minimum of 65 percent of nonhazardous construction and demolition waste from landfills, thus minimizing energy impacts from the creation of excessive waste. For these reasons, the proposed project would not use fuel or energy in a wasteful manner during construction activities. **(Less than Significant Impact)**

Operation

Occupation and operation of the project would consume energy for multiple purposes, including building heating and cooling, lighting, and appliance use. Operational energy also includes gasoline consumption from vehicles traveling to and from the project site. The net change in energy use from the project as compared to the existing uses is shown below in Table 4.6-1.

Table 4.6-1: Estimated Existing and Project Energy Usage			
	Electricity (GWh)	Natural Gas (MMBtu)	Gasoline (gallons)
A. Proposed Project	2.71	0	113,469
B. Existing Uses	0.32	293	13,750
<i>Project Net Difference (A – B)</i>	<i>+2.39</i>	<i>-293</i>	<i>+99,719</i>
Note: The estimated gasoline demand is based on the estimated annual VMT of 349,252 for existing uses and 2,882,108 for the project, and an average fuel economy of 25.4 mpg. GWh = Gigawatt per hour MMBtu = Metric Million British Thermal Unit			

As shown in Table 4.6-1, the project would result in a net increase in electricity and gasoline demand, and a net decrease in natural gas demand (due to the Reach Code) compared to existing conditions.

The project would be built to CALGreen requirements, Title 24 energy efficiency standards, and MVGBC, all of which would improve the efficiency of the overall project. As required by the MVGBC, the proposed residential building would meet the intent of 70 GreenPoint Rated points and the storage building would meet the intent of LEED Silver requirements and incorporate energy and emissions reduction features, such as:

- Drought tolerant landscaping
- High-efficiency irrigation fixtures
- Water efficient interior plumbing fixtures
- Solar panels on the rooftop of the residential building, and solar panels and solar-ready rooftops for the storage facility buildings
- Omitting natural gas fixtures
- EnergyStar appliances
- Motion activated lighting in the storage facility buildings
- Limited use of heating and cooling in the storage facility buildings
- EV charging stations and EV-ready spaces

Furthermore, the project contains bicycle parking, is serviced by public transit and bicycle facilities that would promote alternative modes of transportation, which would reduce of use gasoline, and would plant 125 trees providing shade. Based on the project's adherence to current building codes and efficiency standards, and the implementation of energy reducing design features, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy during project operation. **(Less than Significant Impact)**

Impact EN-2:	The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. (Less than Significant Impact)
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The project would obtain electricity from SVCE, which is 100 percent GHG-emission free energy from renewable and hydroelectric sources, consistent with the state’s Renewables Portfolio Standard program and SB 350. In addition, the project would be designed per building standards that meet or exceed state mandated Title 24 energy efficiency standards, CALGreen standards, and MVGBC standards; especially with the inclusion of on-site solar generation on the residential and storage facility buildings. The project would be consistent with General Plan Policy LUD-10.5 by incorporating the energy-efficient design features discussed under Impact EN-1. In addition, as further discussed in Section 4.8 Greenhouse Gas Emissions, the project would be consistent with the 2030 GGRP by implementing measures such as a TDM Plan for the residential building (see Appendix K for details), installing energy efficient appliances, and planting shade trees throughout the project area. For these reasons, the proposed project would not obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

4.7 GEOLOGY AND SOILS

The following discussion is based on a Geotechnical Engineering Exploration and Analysis prepared by Giles Engineering Associates, Inc. dated September 17, 2021. A copy of this report is included in Appendix D of this Initial Study.

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within an Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 following the 1989 Loma Prieta earthquake. The SHMA directs the California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. CGS has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, landslides, and ground shaking, including the central San Francisco Bay Area. The SHMA requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the seismic hazard is present and identify measures to reduce earthquake-related hazards.

California Building Standards Code

The CBC prescribes standards for constructing safe buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Public Resources Code Section 5097.5

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These materials are valued for the information they yield about the history of the earth and its past ecological settings. California Public Resources Code Section 5097.5 specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

Local

Mountain View 2030 General Plan

The General Plan contains goals and policies to avoid significant impacts due to geology and soils impacts. The following policies are applicable to the proposed project.

Policy	Description
Public Safety	
PSA 4.2	Natural disasters. Minimize impacts of natural disasters.
PSA 5.1	New development. Ensure new development addresses seismically induced geologic hazards.
PSA 5.2	Alquist-Priolo zones. Development shall comply with the Alquist-Priolo Earthquake Fault Zoning Act.
PSA 5.4	Utility design. Ensure new underground facilities, particularly water and natural gas lines, are designed to meet current seismic standards.
Infrastructure and Conservation	
INC 2.3	Emergency-prepared infrastructure design. Require the use of available technologies and earthquake-resistant materials in the design and construction of all infrastructure projects, whether constructed by the City or others.

City of Mountain View Code of Ordinances

The City of Mountain View has adopted the California Building Code (CBC), with amendments, as the reference building code for all projects in the City under Chapter 8 of the City Code. The City of Mountain View's Building Inspection Department, which is part of the Community Development Department, is responsible for reviewing plans, issuing building permits, and conducting field inspections. Geotechnical investigation reports, as required by the CBC, would be reviewed by the City of Mountain View's Building Inspection Division prior to issuance of building permits to ensure compliance. Based on the CBC, Mountain View requires geotechnical reports as conditions of approval for projects in the City.

4.7.1.2 Existing Conditions

Regional Geology

The project site is located in the Santa Clara Valley, an alluvial basin bounded by the Santa Cruz Mountains to the west, the Diablo Range to the east, and the San Francisco Bay to the north. The Valley was formed when sediments derived from both mountain ranges were exposed by tectonic uplift and regression of the inland sea which previously inundated the area. The Upper Quaternary sediments that comprise most of this basin consist of up to 1,000 feet of poorly sorted gravel, sand, and clay which were deposited in alluvial fan and deltaic depositional environments.

On-Site Geology

Soils

The mapped soil profiles for the site indicate most of the project site is underlain by silty clay, and a portion of the eastern side of the project site is underlain by alluvial sand, fine-grained silt, and clay. Near-surface soil sampling conducted on-site showed fill and possible fill soils at depths ranging from six to 10 feet below the surface. The fill was comprised of medium stiff to very stiff silty clay. Below the fill, native soils were identified that were comprised of soft to stiff silty clay, clayey silt, and loose to dense silty clayey sands and gravels. Expansive soils shrink and swell as a result of moisture changes. These changes can cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. The soils collected in one of the borings collected on-site had plasticity index scores ranging from seven to 39, indicating a low to high expansion potential that varies depending on the depth of the soil.

Site Topography

The project site is relatively flat with some areas graded slightly for draining and, as a result, the risk of erosion or landslide is low. There are no hillsides or steep embankments on-site and the elevation throughout the site ranges from 32 to 36 feet above mean sea level. No unique geologic features, such as serpentine rock outcrops and boulders, pinnacles, or sandstone are located on-site.

Groundwater

The City of Mountain View overlies the Santa Clara Subbasin (DWR Basin 2-9.02), a groundwater subbasin that is 297 square miles in area. Approximately three percent of Mountain View's drinking water comes from local groundwater supply, while the rest is supplemented by water purchases from the Santa Clara Valley Water District (Valley Water) and the SFPUC. Valley Water conducts an artificial groundwater recharge program that involves releasing locally conserved or imported water to in-stream and off-stream facilities to augment groundwater supplies in the Santa Clara groundwater basin.

Soil borings were performed at depths ranging from 32 feet to 36 feet below ground surface throughout the project site by Giles Engineering Associates, Inc. Based on the subsurface investigations, groundwater levels under the project site have been measured between seven to eight feet below ground surface which is indicative of a relatively high water table in the area (refer to Appendix D for more

specific details on the subsurface investigations completed).³⁴ Water levels on-site may vary depending on seasonal precipitation, irrigation practices, and other climate conditions.

Seismic and Seismic-Related Hazards

Earthquake Faults

As the San Francisco Bay Area contains numerous active and potentially active faults, there is a high potential for seismic events such as fault surface ruptures and ground shaking, which can cause ground failure (landslides), settlement, erosion, liquefaction, lateral spreading, and soil expansion. Faults in the region are capable of generating earthquakes of magnitude 6.7 or higher. During a major earthquake on a segment of one of the nearby faults, strong to severe ground shaking is expected to occur at the project site. The ground shaking intensity felt at the project site would depend on the size of the earthquake (magnitude), the distance from the site to the fault source, the directivity (focusing of earthquake energy along the fault in the direction of the rupture), and the site-specific soil conditions. While no faults cross the project site, there are several major faults nearby including the San Andreas Fault, approximately eight miles to the west; the Calaveras Fault, approximately 14 miles to the east; and the Hayward Fault, approximately 10 miles to the northeast. The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone or a Santa Clara County Fault Hazard Zone.^{35, 36}

Liquefaction

Soil liquefaction can be defined as a complete loss of strength that causes otherwise solid soil to take on the characteristics of a liquid. The types of soil most susceptible to this hazard are loose, saturated, uniformly graded, fine-grain sands that comprise the soil layer within approximately 45 to 50 feet of the ground surface. Liquefaction mostly frequently occurs under vibratory conditions, such as those created by seismic events. The project site is located within a State of California liquefaction hazard zone as well as a County Liquefaction Hazard Zone.³⁷

As discussed previously groundwater was encountered on-site at approximate depths of seven to eight feet below ground surface (bgs). The geotechnical investigation concluded that the soils at depths ranging from 20 to 30 feet bgs are potentially liquefiable based on their plasticity index scores; however, those layers of soil are between thick layers of non-liquefiable soils. Based on this, the potential for surface manifestations resulting from soil liquefaction at the project site is very low.

Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying soil toward an open or “free” face such as an open body of water, channel, or excavation. This movement is often associated with liquefaction and commonly occurs on gentle slopes in seismically active regions. Lateral spread presents a significant hazard to the integrity of buildings and other structures. There are no adjacent bodies of water, channels, or excavations in the vicinity of the site; therefore, there is a very low potential for lateral spreading on-site.

³⁴ Giles Engineering Associates, Inc. “Geotechnical Engineering Exploration and Analysis.” September 17, 2021.

³⁵ CA Department of Conservation. *California Earthquake Hazards Zone*. Webmap. Accessed June 29, 2022.
<https://maps.conservation.ca.gov/cgs/EQZApp/app/>.

³⁶ Santa Clara County. *Geologic Hazards Zones. Maps 2 and 10*. Map. October 2012.

³⁷ California Geological Survey. *Earthquake Zones of Required Investigation*. Map. Accessed June 29, 2022.
<https://maps.conservation.ca.gov/cgs/informationwarehouse/regulatorymaps/>

Other Geologic Hazards

The project site is not located within a Santa Clara County Geologic Hazard Zone for compressible soil, landslides, or fault rupture.³⁸

Paleontological Resources

As discussed in Section 4.5 Cultural Resources, the project site is located within a Holocene-age landform. Geologic units of Holocene age are generally not considered sensitive for paleontological resources, because biological remains younger than 10,000 years are not usually considered fossils. These sediments have low potential to yield fossil resources or to contain significant nonrenewable paleontological resources.³⁹ These recent sediments, however, may overlie older Pleistocene sediments with high potential to contain paleontological resources. Pleistocene sediments, often found at depths of greater than 10 feet below the ground surface, have yielded the fossil remains of plants and extinct terrestrial vertebrates.

There have been no recorded fossils discovered within the City of Mountain View; however, two fossils have been discovered within two miles of the City's sphere of influence.⁴⁰

4.7.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)?	☐	☐	☐	☒
- Strong seismic ground shaking?	☐	☐	☒	☐
- Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
- Landslides?	☐	☐	☐	☒
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

³⁸ Ibid.

³⁹ United States Department of the Interior. *Potential Fossil Yield Classification System*. July 2016. Accessed November 24, 2021. https://www.blm.gov/sites/blm.gov/files/uploads/IM2016-124_att1.pdf

⁴⁰ City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report*. SCH #2011012069. September 2012. Page 470.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
4) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☒	☐

Impact GEO-1: The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides. **(Less than Significant Impact)**

Fault Rupture

The project site is not located in an Alquist-Priolo Earthquake Fault Zone and no known faults cross the site. While existing faults that are currently considered active are located within 15 miles of the site (i.e., the Hayward, San Andreas, and Calaveras faults), the proposed project is located outside of their fault rupture zones. For these reasons, the project would not directly or indirectly cause potential substantial adverse effects from rupture of a known earthquake fault. **(No Impact)**

Seismic Ground Shaking

There are several major fault lines within approximately 14 miles of the project site that have the potential to produce a major earthquake during the lifespan of this project. During a major earthquake, this site is expected to experience very strong to severe ground shaking. The level of intensity of this ground shaking at the project site would depend on a variety of factors such as the magnitude, distance from the site to the fault source, and the site-specific soil conditions. The ground shaking could potentially damage structures and threaten the safety of occupants in the proposed development.

City Standard Condition of Approval

COA GEO-1.1: Geotechnical Report: The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of California Geological Survey (CGS) Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards, and the requirements of the Seismic Hazards Mapping Act. The report shall be submitted to the City during building plan check, and the recommendations made in the geotechnical report shall be implemented as part of the project and included in building permit drawings and civil drawings as needed. Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures caused by seismic activity, and traffic loads; method for backdraining walls to prevent the build-up of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

The project would be required to adhere to the current CBC and recommendations in the site-specific geotechnical report prepared for the project, as described in the above City standard condition of approval COA GEO-1.1, to reduce seismic and seismic-related hazards (including ground shaking, liquefaction, and expansive soils) to a less than significant level by requiring the project be properly designed, engineered, and constructed. As such, the existing seismic hazards on the project would not be exacerbated by the project that it would impact (or worsen) off-site conditions. **(Less than Significant Impact)**

Liquefaction and Lateral Spreading

As discussed previously in Section 4.7.1.2, the project site is located within a State and County designated liquefaction hazard zone. The geotechnical investigation conducted on-site discovered groundwater at a depth of approximately seven to eight feet bgs and layers of potentially liquefiable soil approximately 20 to 30 feet bgs that are between thick layers of non-liquefiable soil.

Due to this soil profile, the geotechnical analysis performed on-site determined that the likelihood of surface manifestations such as sand boils or a loss of load bearing potential is very low. The most likely liquefaction impact that a large seismic event would cause on-site is liquefaction induced settlement. In the event of a large seismic event, there is the potential that the ground surface could settle up to one inch. The potential for liquefaction induced settlement would decrease significantly with the implementation of the recommended ground improvements identified in the geotechnical analysis required under City standard condition of approval COA GEO-1.1. Adherence to the current CBC and the recommendations in the site-specific geotechnical report would reduce the risk of liquefaction at the project site to a less than significant level.

There are no adjacent bodies of water, channels, or excavations in the vicinity of the site that would increase the potential for lateral spreading, therefore, the project would not exacerbate such conditions off-site. For these reasons, the project would not cause potential substantial adverse effects related to liquefaction and lateral spreading. **(Less than Significant Impact)**

Landslides

As discussed under Section 4.7.1.2, the project site is not located in a designated landslide hazard zone. The project site is relatively flat and is not located in the vicinity of steep embankments that could increase the risk of landslides affecting the site. Construction of the project would not include substantial earthwork that would create unstable slopes that would exacerbate any existing landslide risks. **(No Impact)**

Impact GEO-2:	The project would not result in substantial soil erosion or the loss of topsoil. (Less than Significant Impact)
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Ground disturbance related to the demolition of the existing buildings and improvements on-site and excavation and construction of the proposed buildings would occur on-site. Transportation of construction materials and equipment to and from the project site could also result in disturbance of the soils. These activities would increase exposure of soil to wind and water erosion and increase sedimentation.

As discussed in Section 4.10 Hydrology and Water Quality, the project would be required to obtain coverage under the State of California Construction General Permit prior to issuance of a demolition permit or a grading permit from the city. This would require preparation of a Stormwater Pollution Prevention Plan (SWPPP), which would outline the erosion control and site stabilization BMPs to be implemented on-site. By implementing these best management practices and the recommendations of the site-specific geotechnical report, erosion and sedimentation impacts would be less than significant. **(Less than Significant Impact)**

Impact GEO-3:	The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. (Less than Significant Impact)
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As discussed under Impact GEO-1, adherence to the current CBC and recommendations in the site-specific geotechnical report (as required by City standard condition of approval COA GEO-1.1) regarding ground improvements and construction methods would reduce the risk of liquefaction at the project site to a less than significant level.

Valley Water actively monitors for land subsidence through surveying, groundwater elevation monitoring, and data from compaction wells. Valley Water reduces the potential for land subsidence throughout the Santa Clara Valley by recharging groundwater basins with local and imported surface water. The project would be connected to the City's water system and would not require permanent groundwater extraction wells on-site. As noted in Section 4.10 Hydrology and Water Quality, the project would require temporary groundwater dewatering during construction due to the presence of groundwater seven to eight feet bgs and the maximum excavation depth of eight feet. The City standard condition of approval COA GEO-1.1 includes evaluation and implementation of measures to minimize dewatering during construction, which would prevent subsidence from the temporary construction dewatering. For this reason, the project is expected to have a less than significant impact on subsidence.

As discussed under Section 4.7.1.2 and Impact GEO-1, the project site is not subject to landslide, lateral spreading, or other forms of ground failure. **(Less than Significant Impact)**

Impact GEO-4: The project would be located on expansive soil, as defined in the current California Building Code, however, the project would not be creating substantial direct or indirect risks to life or property. **(Less than Significant Impact)**

Expansive soils possess a “shrink-swell” characteristic. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments from the process of wetting and drying. Structural damage may result over a long period of time, usually the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soils. The site-specific geotechnical analysis completed for the project site found that the soil within the top 15 feet bgs has a low degree of expansive potential and the soil between 20 to 30 feet bgs has a high degree of expansive potential. Although expansive soils can be a hazard, it is mitigated through adherence with the standard engineering and building practices and techniques specified in the CBC and adherence to the recommendations in the site-specific geotechnical report.

As required by City standard condition of approval COA GEO-1.1, the project shall implement all structural recommendations provided in the design-level geotechnical investigation report. With adherence to these recommendations and the current CBC, the project would not create substantial direct or indirect risks to life or property due to expansive soils. **(Less than Significant Impact)**

Impact GEO-5: The project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. **(No Impact)**

The project would connect to the City’s existing sanitary sewer system. Therefore, the project would not need to support septic tanks or alternative wastewater disposal systems on-site. **(No Impact)**

Impact GEO-6: The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. **(Less than Significant Impact)**

No paleontological resources have been identified in the City of Mountain View; however, construction and excavation could result in the disturbance of unknown resources. The project would implement the following City standard condition of approval to reduce impacts to unknown paleontological resources.

City Standard Condition of Approval

COA GEO-6.1: Discovery Of Paleontological Resources: In the event a fossil is discovered during construction of the project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be

significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.

With implementation of the above standard condition, the proposed would result in less than significant impacts to paleontological resources by halting work if a fossil is discovered, examining the significance of the fossil, and avoiding the resource or implement a data recovery plan if avoidance is not feasible. **(Less than Significant Impact)**

4.8 GREENHOUSE GAS EMISSIONS

The following discussion is based, in part, on an Air Quality & Greenhouse Gas Assessment prepared by Illingworth & Rodkin, In. dated November 15, 2022. This report is attached as Appendix A to this Initial Study.

4.8.1 Environmental Setting

4.8.1.1 *Background Information*

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its global warming potential (GWP) and is measured in units of CO₂ equivalents (CO₂e). The most common GHGs are carbon dioxide (CO₂) and water vapor but there are also several others, most importantly methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO₂ and N₂O are byproducts of fossil fuel combustion
- N₂O is associated with agricultural operations such as fertilization of crops
- CH₄ is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty
- HFCs are now used as a substitute for CFCs in refrigeration and cooling
- PFCs and SF₆ emissions are commonly created by industries such as aluminum production and semiconductor manufacturing

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes, and drought; and increased levels of air pollution.

4.8.1.2 *Regulatory Framework*

State

Assembly Bill 32

Under the California Global Warming Solutions Act, also known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying EO B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of CO₂e (MMTCO₂e). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 MMTCO₂e.

Senate Bill 375

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035. The per capita GHG emissions reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2050. Plan Bay Area 2050 establishes a course for reducing per capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years.⁴¹ Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.⁴²

⁴¹ California Building Standards Commission. "California Building Standards Code." Accessed December 8, 2021. <https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo>.

⁴² California Energy Commission (CEC). "2019 Building Energy Efficiency Standards." Accessed December 8, 2021. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency>.

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

Additionally, development projects subject to CALGreen requirements are required to divert at least 65 percent of construction debris from landfills.

Regional and Local

2017 Clean Air Plan

To protect the climate, the 2017 CAP (prepared by BAAQMD) includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

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

City of Mountain View 2030 General Plan

The General Plan contains goals and policies to avoid significant impacts due to greenhouse gas emissions impacts. The following goals and policies are applicable to the proposed project.

Policy	Description
INC-5.2	Citywide water conservation. Reduce water waste and implement water conservation and efficiency measures throughout the city.
INC-5.5	Landscape efficiency. Promote water-efficient landscaping including drought-tolerant and native plants, along with efficient landscape irrigation techniques.
LUD-3.1	Land use and transportation. Focus higher land use intensities and densities within half-mile of public transit service, and along major commute corridors.

2030 Greenhouse Gas Reduction Program

The City of Mountain View certified the General Plan Program EIR (SCH #2011012069) and adopted the GGRP in July 2012. The GGRP is a separate but complementary document to the General Plan that implements the long-range GHG emissions reduction goals of the General Plan and serves as a programmatic GHG reduction strategy for CEQA tiering purposes. The GGRP includes goals, policies, performance standards, and implementation measures for achieving GHG emissions reductions, to

meet the requirements of AB 32 and the BAAQMD 2030 emissions reductions goals. These measures include strategies such as green building performance and vehicle trip reduction requirements. The program includes a goal to improve communitywide emissions efficiency by 15 to 20 percent over 2005 levels by 2020 and by 30 percent over 2005 levels by 2030.

Climate Protection Roadmap

The City's Climate Protection Roadmap (CPR), completed in 2015, presents a projection of GHG emissions through 2050 and several strategies that would help the City reduce absolute communitywide GHG emissions to 80 percent below 2005 levels by 2050.

Mountain View Green Building Code and Reach Code

The MVGBC builds on the state-mandated CALGreen standards to include local green building standards and requirements for private development. The MVGBC does not require formal certification from a third-party organization but requires projects to be designed and constructed to meet the intent of a third-party rating system. For residential projects proposing over five units, the MVGBC requires those buildings meet the intent of 70 GreenPoint Rated points from the Build it Green certification program, as well as compliance with mandatory CALGreen requirements. For non-residential projects proposing buildings between 5,000 and 25,000 square feet, the MVGBC requires those buildings meet the intent of LEED Certified and mandatory CALGreen requirements. For buildings over 25,000 square feet, the MVGBC requires those buildings meet the intent of LEED Silver and mandatory CALGreen requirements.

In 2019, the Mountain View City Council approved amendments to Chapters 8, 14, and 24 of the MVGBC, referred to as Reach Code amendments. The Reach Code amendments are applicable to any project submitted after December 31, 2019. These Reach Code amendments require new buildings to be all-electric with an exception for commercial spaces with specialized equipment that cannot operate with electric service if approved by the City.

4.8.1.3 *Existing Conditions*

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns.

The existing uses on-site generate GHG emissions as a result of energy (electricity and natural gas) consumption, vehicle trips to and from the site, solid waste generation, and water usage.

4.8.2

Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?	☐	☒	☐	☐

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the determinations. As described in Section 4.8.1.2, BAAQMD adopted GHG thresholds of significance to assist in the review of projects under CEQA. These thresholds were designed to establish the level at which BAAQMD has determined that GHG emissions would cause significant environmental impacts. On April 20, 2022, BAAQMD adopted new thresholds of significance for operational GHG emissions from new land use projects. BAAQMD has identified the following thresholds:

- A. Projects must include, at a minimum, the following project design elements:
 - a. Buildings
 - i. The project will not include natural gas appliances or natural gas plumbing (in both residential and non-residential development).
 - ii. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
 - b. Transportation
 - i. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:
 1. Residential Projects: 15 percent (16.8 percent in Petaluma) below the existing VMT per capita
 2. Office Projects: 15 percent below the existing VMT per employee
 3. Retail Projects: no net increase in existing VMT
 - ii. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.
- B. Be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

Any new land use project would have to include either section A or B from the above list, not both, to have a less than significant GHG impact. Since the project proposes a General Plan amendment, it is

not consistent with the land use assumptions covered in the 2030 GGRP, therefore, Threshold B is not applicable, and Threshold A is used to evaluate the project's GHG impacts.

Impact GHG-1:	The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. (Less than Significant Impact with Mitigation Incorporated)
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Construction

Construction of the project would generate GHG emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction related GHG emissions. There is nothing atypical or unusual about the project's construction. In addition, the project would implement City standard condition of approval COA AIR-1.1 and mitigation measure MM AIR-1.1 to restrict idling of construction equipment and utilize energy-efficient equipment, which would in turn reduce GHG emissions. For these reasons, the project's construction GHG emissions are less than significant. **(Less than Significant Impact with Mitigation Incorporated)**

Operation

The project would intensify development on-site, therefore, it would generate new GHG emissions from energy-related emissions, mobile emissions from vehicles traveling to and from the site, and emissions from solid waste generation and water usage. Promoting dense development in urban infill locations and energy efficiency is key to reducing GHG emissions. For this reason, a project is determined to have a less than significant GHG emissions impact if it can meet all the qualifications of either Threshold A (or B) described above. The project meets all the qualifications under Threshold A for the following reasons:

- The project would comply with the City's Reach Code, which prohibits natural gas infrastructure in new buildings, and requires new buildings to be 100-percent electric. The project does not include natural gas infrastructure to the proposed buildings.
- The project would be required to meet current CALGreen mandatory green building standards and MVBBC standards. MVBBC requires higher standards than the CALGreen minimum requirement. As discussed under Impact EN-1, the project would not result in a wasteful, inefficient, or unnecessary consumption of energy during project operation. The storage buildings would be required to meet the intent of LEED Silver requirements since the buildings combined would be over 25,000 square feet, and the residential building would be required to meet the intent of 70 GreenPoint Rated points from the Build it Green certification program since it proposes more than five units. Furthermore, the project has access to public transit and bicycle facilities and proposes to plant 125 trees (increase of 121 trees compared to existing conditions) that would provide shade.
- The project would meet the locally adopted SB 743 VMT target. As discussed in Section 4.17 Transportation, the City's VMT policy includes screening criteria for projects which are presumed to have a less than significant transportation impact. The proposed storage buildings and residential building meet the less-than-significant screening criteria for a local-serving retail and affordable housing project.

- The project would comply with the current CALGreen Tier 2 and City’s Green Building Code EV requirements for off-street electric vehicle.⁴³ The residential building would include 16 electric vehicle charging stations (15 percent of total parking spaces) and the remaining 89 spaces (85 percent of total parking spaces) would be pre-wired to be converted into electric vehicle charging stations in the future (EV-ready). The storage buildings would be required to have 13 EV-ready spaces.

For these reasons, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. **(Less than Significant Impact)**

Impact GHG-2: The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact with Mitigation Incorporated)**

Plan Bay Area

The project site is not located within a PDA. However, it would not impede implementation of Plan Bay Area 2050 because the proposed storage facility would provide local commercial services and the proposed residential building would comply with CALGreen and MVBGC and place housing with bicycle parking in an urbanized area serviced by public transit and bicycle facilities that would promote alternative modes of transportation. Additionally, the project would receive its energy from SVCE, who provides electricity generated from carbon free sources. **(Less than Significant Impact)**

2017 Clean Air Plan

The BAAQMD 2017 CAP focuses on two goals: protecting public health and protecting the climate. The 2017 CAP includes air quality standards and control measures designed to reduce emissions of methane, carbon dioxide, and other super-GHGs. As discussed in Section 4.3 Air Quality under Impact AIR-1, the project is consistent with the 2017 Clean Air Plan because the project would not exceed BAAQMD criteria air pollutant emissions thresholds during construction with implementation of BAAQMD BMPs (City standard condition of approval COA AIR-1.1) and during operation. In addition, the project construction would implement mitigation measure MM AQ-3.1 by using energy-efficient alternative fueled construction equipment to reduce air pollutant (DPM and PM_{2.5}) emissions. In addition, the project would implement City standard condition of approval COA AIR-3.1 to reduce community health risks from building interior finishes containing formaldehyde. For these reasons, the proposed project would not conflict with the 2017 CAP goal to reduce GHG emissions. **(Less than Significant Impact with Mitigation Incorporated)**

General Plan

The proposed project would be consistent with General Plan policies INC-5.2, INC-5.5, and LUD-3.1 by complying with Title 24 and CALGreen, and the City’s Green Building Code and Reach Code by installing drought tolerant landscaping with high-efficiency irrigation and water efficient interior

⁴³ Current CALGreen Tier 2 requires 20 percent of residential parking spaces to be EV-ready. The City’s Green Building Code requires every space without a physical electric vehicle charger to be EV-ready. Current CALGreen Tier 2 and City’s Green Building Code both require non-residential development with 51 to 75 total parking spaces to provide 13 EV-ready spaces.

fixtures, and intensifying development on an infill within a quarter mile from bus stops (along Shoreline Boulevard) served by existing public transit service and in proximity to major commute corridors (U.S. 101, SR 85, Shoreline Boulevard, and Middlefield Road). **(Less than Significant Impact)**

Greenhouse Gas Reduction Plan

The GGRP identifies a series of GHG emissions reduction measures to be implemented by development projects that would help the City achieve its GHG reduction goals. While the proposed land use and development intensity on-site was not covered in the GHGRS, the project would comply with the applicable GGRP mandatory measures and would not be in conflict with the City's GHG reduction goals, as discussed in Table 4.8-1 below. Furthermore, as discussed under Impact GHG-1, the project would result in a less than significant GHG emissions impact. For these reasons, the project would not be in conflict with the GGRP. **(Less than Significant Impact)**

Table 4.8-1: Greenhouse Gas Reduction Plan Consistency	
Mandatory Measure	Consistency
Measure E-1.3: Non-Residential Lighting Retrofit	The project would demolish and replace the existing storage facility buildings with two new buildings that would be constructed to meet Title 24, CALGreen, and the City's Green Building Code requirements.
Measure E-1.6: Exceed State Energy Standards in New Residential Development	The proposed residential building would be constructed to meet the City's Green Building Code requirements.
Measure E-1.7: Exceed State Energy Standards in New Non-Residential Development	The proposed storage facility buildings would be constructed to meet the City's Green Building Code requirements, which exceed state standards.
Measure E-1.8: Building Shade Trees in Residential Development	The project residential building would include landscaping trees on-site and along the sidewalks along the project frontages.
Measure T-1.1: Transportation Demand Management	As discussed in Section 4.17, the project would have a less than significant VMT impact. Nevertheless, the proposed residential building would implement a TDM plan (see Appendix K for details) to comply with this measure.

4.9 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based on the following reports: Phase I Environmental Site Assessment (ESA) and Limited Phase II Subsurface Investigation for the 1020 Terra Bella site completed by Terraphase Engineering Inc. dated June 16, 2017, Soil Vapor Survey for the 1020 Terra Bella site completed by Essel Environmental dated June 6, 2022, Phase I ESA for the 1040 Terra Bella site completed by CRESurveys LTD dated November 2, 2019, Cornerstone Earth Group peer review of these reports, and a Phase II Soil Vapor Evaluation for the 1040 Terra Bella site completed by Cornerstone Earth Group dated October 24, 2022. Copies of the reports are included in Appendices E, F, G, H, and I of this Initial Study.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. Cal/OSHA enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Federal and State

Federal Aviation Regulations Part 77

Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace (FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above the ground.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law created a tax on the chemical and petroleum industries and provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the

environment. Over five years, \$1.6 billion was collected and the tax went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA accomplished the following objectives:

- Established prohibitions and requirements concerning closed and abandoned hazardous waste sites;
- Provided for liability of persons responsible for releases of hazardous waste at these sites; and
- Established a trust fund to provide for cleanup when no responsible party could be identified.

The law authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response; and
- Long-term remedial response actions that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life-threatening. These actions can be completed only at sites listed on the EPA's National Priorities List.

CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.⁴⁴

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), enacted in 1976, is the principal federal law in the United States governing the disposal of solid waste and hazardous waste. RCRA gives the EPA the authority to control hazardous waste from the "cradle to the grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes.

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization, phasing out land disposal of hazardous waste, and corrective action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.⁴⁵

⁴⁴ United States Environmental Protection Agency. "Superfund: CERCLA Overview." Accessed May 11, 2020. <https://www.epa.gov/superfund/superfund-cercla-overview>.

⁴⁵ United States Environmental Protection Agency. "Summary of the Resource Conservation and Recovery Act." Accessed May 11, 2020. <https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act>.

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB).⁴⁶

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond the boundaries of a property. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. The Santa Clara County Department of Environmental Health reviews CalARP risk management plans as the CUPA.

Asbestos-Containing Materials

Friable asbestos is any asbestos-containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The EPA began phasing out use of friable asbestos products in 1973 and issued a ban in 1978 on manufacture, import, processing, and distribution of some asbestos-containing products and new uses of asbestos products.⁴⁷ The EPA is currently considering a proposed ban on on-going use of asbestos.⁴⁸ National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

⁴⁶ California Environmental Protection Agency. "Cortese List Data Resources." Accessed May 28, 2020. <https://calepa.ca.gov/sitecleanup/corteselist/>.

⁴⁷ United States Environmental Protection Agency. "EPA Actions to Protect the Public from Exposure to Asbestos." Accessed April 19, 2022. <https://www.epa.gov/asbestos/epa-actions-protect-public-exposure-asbestos>

⁴⁸Ibid.

CCR Title 8, Section 1532.1

The United States Consumer Product Safety Commission banned the use of lead-based paint in 1978. Removal of older structures with lead-based paint is subject to requirements outlined by the Cal/OSHA Lead in Construction Standard, CCR Title 8, Section 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead-based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

Regional

Moffett Federal Airfield Comprehensive Land Use Plan

The project site is approximately 1.2 miles southwest of the Moffett Federal Airfield, which is the closest airport to the site. The Moffett Federal Airfield Comprehensive Land Use Plan (CLUP), adopted by the Santa Clara County Airport Land Use Commission, is intended to safeguard the general welfare of the inhabitants within the vicinity of the airport, as well as aircraft occupants.⁴⁹ The CLUP is also intended to ensure that surrounding new land uses do not affect airfield operations. The CLUP identifies the Airfield's Airport Influence Area (AIA). The AIA is a composite of areas surrounding the Airfield that are affected by noise, height, and safety considerations. Within the AIA, the CLUP establishes a (1) noise restriction area, (2) height restriction area, and (3) safety restriction area.

Santa Clara County Operational Area Hazard Mitigation Plan

The City's Hazard Mitigation Plan, an annex to Santa Clara County's Operational Area Hazard Mitigation Plan (2017), performs a full risk assessment on the nine hazards that present the greatest concern in Santa Clara County. The nine hazards focused on for this mitigation plan are climate change/sea-level rise, dam and levee failure, drought, earthquakes, floods, landslides, severe weather, tsunamis, and wildfires.

The City's annex, Chapter 11 of the document, provides a detailed overview of the City's response capabilities, the organizational structure of local authorities, risk rating scores that determine which hazards present the greatest risk to Mountain View, and a priority schedule for mitigation measures planned by local and regional agencies.

Municipal Regional Permit Provision C.12.f

PCBs were produced in the United States between 1955 and 1978 and used in hundreds of industrial and commercial applications, including building and structure materials such as plasticizers, paints, sealants, caulk, and wood floor finishes. In 1979, the EPA banned the production and use of PCBs due to their potential harmful health effects and persistence in the environment. PCBs can still be released to the environment today during demolition of buildings that contain legacy caulks, sealants, or other PCB-containing materials.

With the adoption of the San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit (MRP) by the San Francisco Bay Regional Water

⁴⁹ Santa Clara County Airport Land Use Commission. *Moffett Federal Airfield Comprehensive Land Use Plan*. November 2, 2016.

Quality Control Board (RWQCB) on November 19, 2015, Provision C.12.f requires that permittees develop an assessment methodology for applicable structures planned for demolition to ensure PCBs do not enter municipal storm drain systems.⁵⁰ Municipalities throughout the Bay Area are currently modifying demolition permit processes and implementing PCB screening protocols to comply with Provision C.12.f. Buildings constructed between 1950 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit. Single-family homes and wood-frame structures are exempt from these requirements.

Local

Certified Unified Program Agency

The routine management of hazardous materials in California is administered under the Unified Program. The CalEPA has granted responsibilities to the Santa Clara County Hazardous Materials Compliance Division (HMCD) for implementation and enforcement of hazardous material regulations under the Unified Program as a CUPA. Through a formal agreement with the HMCD, the Mountain View Fire Department (MVFD) implements hazardous materials programs for the City of Mountain View as a Participating Agency within the Unified Program. The MVFD coordinates with the HMCD to implement the Santa Clara County Hazardous Materials Management Plan and to ensure that commercial and residential activities involving classified hazardous substances are properly handled, contained, and disposed.

City of Mountain View 2030 General Plan

The General Plan contains goals and policies to avoid significant impacts regarding hazards and hazardous materials. The following policies are applicable to the proposed project.

Policy	Description
PSA 3.2	Protection from hazardous materials. Prevent injuries and environmental contamination due to the uncontrolled release of hazardous materials through prevention and enforcement of fire and life safety codes.
PSA 3.3	Development review. Carry out development review procedures that encourage effective identification and remediation of contamination and protection of public and environmental health and safety.
INC 18.1	Contamination prevention. Protect human and environmental health from environmental contamination.

4.9.1.2 *Existing Conditions*

Site History

The project site has historically been used as agricultural land. In the early 1960s, a single-family residence (which has since been converted into commercial office space), a detached garage, and a shed were constructed on the 1020 Terra Bella Avenue parcel. The existing storage facility on the 1040 Terra Bella Avenue parcel was constructed by 1974.

⁵⁰ California Regional Water Quality Control Board. *San Francisco Bay Region Municipal Regional Stormwater NPDES Permit*. November 2015.

On-Site Contamination

The project site is developed with a dilapidated, uninhabitable, single-story residence with associated storage structures, storage facility buildings, and paved areas for parking. The residence was built in the early 1960s and the storage facility buildings were constructed by 1974. Based on the age of these buildings, it is possible that ACMs, lead-based paint, and PCBs are present. Prior to these structures, the project site was used as for agricultural purposes. There is potential for residual agricultural chemicals in the soil (i.e., pesticides and fertilizers). The soil, groundwater, and soil vapor investigations completed on the 1020 Terra Bella Avenue parcel detected elevated levels (exceeding residential ESLs) of petroleum hydrocarbons in the groundwater samples and benzene, ethylbenzene, xylenes, 1,3-butadiene, chloroform, ethylene dibromide, and vinyl chloride in the soil vapor samples. The soil vapor investigation completed on the 1040 Terra Bella Avenue parcel detected elevated levels (exceeding commercial ESLs) of cis-1,2-dichloroethene, trichloroethene, and vinyl chloride in the soil vapor samples where Building 2 of the storage facility is proposed. There is also a potential presence of septic tanks underground on-site. The project site is not on the Cortese List⁵¹ and there are no recorded hazardous materials releases on the project site.

Off-Site Sources of Contamination

Land uses surrounding the project site include office, public/quasi-public (i.e., church), and industrial uses. The closest hazardous material sites are closed leaking underground storage tank (LUST) cases. The nearest case is (Jasco Chemical Company) adjacent to the southwestern corner of the project site and it was closed as of October 1997. However, there are documented releases of petroleum hydrocarbon and chlorinated solvent up-gradient and cross-gradient to the project site.

Airport Safety

The project site is approximately 1.2 miles southwest of the Moffett Federal Airfield and it is located within of the airfield's AIA. The site is not located within the airfield's 65 dBA noise contour area or airport safety zones.⁵² FAR Part 77 requires the FAA be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. The project site is located within the mapped Part 77 182-foot above mean sea level (amsl) horizontal surface. Elevations on-site range from 32 to 36 feet amsl; therefore, any structure exceeding 146 feet in height above grade would require submittal to the FAA for airspace safety review.

⁵¹ California Environmental Protection Agency. "Cortese List Data Resources." Accessed November 14, 2020. <https://calepa.ca.gov/sitecleanup/corteselist>.

⁵² Santa Clara County Airport Land Use Commission. *Moffett Federal Airfield Comprehensive Land Use Plan*. November 18, 2016.

Wildland Fire Hazards

According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is not located in a very high, high, or moderate fire hazard zone.⁵³ The site is also not within a Wildland Urban Interface (WUI).⁵⁴

4.9.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
6) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

⁵³ California Department of Forestry and Fire Protection. "FHSZ Viewer." Webmap. Accessed June 17, 2022. <https://egis.fire.ca.gov/FHSZ/>.

⁵⁴ California Department of Forestry and Fire Protection. *Wildland Urban Interface (WUI)*. December 2019. Accessed June 17, 2022. https://frap.fire.ca.gov/media/10300/wui_19_ada.pdf.

Impact HAZ-1: The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact)**

The proposed development would include a multi-family residential development and a storage facility. Unlike an industrial or manufacturing use that would routinely transport, use, or dispose large quantities of hazardous materials subject to regulatory oversight, these land uses would routinely use only limited amounts of fuels and oils for landscaping and maintenance activities, in addition to cleaning materials. The quantities used would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact)**

Impact HAZ-2: The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. **(Less than Significant Impact)**

On-Site Soils and Groundwater

The project site soil could be contaminated with agricultural chemicals due to its historical use as agricultural land and lead due to the age of the building on-site. Furthermore, as discussed above, there are elevated levels of contaminants found in the groundwater and soil vapor samples previously collected on-site and known groundwater contamination west and south of the project site. The project would excavate soils to a maximum depth of eight feet, which would require off haul of potentially contaminated soils and dewatering of potentially contaminated groundwater. The project would be required to implement the City standard conditions of approval COA HAZ-2.1, described below, to ensure the project does not result in significant hazardous materials impacts during construction activities.

City Standard Conditions of Approval

COA HAZ-2.1: The project shall implement the following measures:

- **Soil and Groundwater Contamination:** The applicant/contractor is advised the project site is located in, or in close proximity to, an area of known soil and groundwater contamination, including the project site. The applicant/contractor is responsible for working with the Santa Clara County Department of Environmental Health (SCCDEH), the lead regulatory agency, to obtain the appropriate clearances and/or recommendations for work in the contaminated area.
- **Soil Management Plan:** Prepare a soil and groundwater management plan for review and approval by the Santa Clara County Department of Environmental Health (SCCDEH). Proof of approval or actions for site work required by the SCCDEH must be provided to the Building Inspection Division prior to the issuance of any demolition or building permits.
- **Discovery of Contaminated Soils:** If contaminated soils are discovered, the applicant shall ensure the contractor employs engineering controls and Best

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

- **Toxic Assessment:** A toxic assessment report shall be prepared and submitted as part of the building permit submittal. The applicant must demonstrate that hazardous materials do not exist on the site or that construction activities and the proposed use of this site are approved by: the City's Fire and Environmental Protection Division (FEPD); the State Department of Health Services; the Regional Water Quality Control Board; and any Federal agency with jurisdiction. No building permits shall be issued until each agency and/or department with jurisdiction has released the site as clean or a site toxics mitigation plan has been approved.

With the implementation of the above City standard conditions of approval, the impacts related to the release of hazardous materials would be less than significant because contaminated soil and groundwater would be properly identified and off hauled to the appropriate disposal facilities by implementing a soil and groundwater management plan. **(Less than Significant Impact)**

Asbestos, Lead Based Paint, and PCBs

Based on the estimated age of the existing on-site buildings, ACM, lead-based paint, and PCBs, may be present in some building materials. Building demolition could result in the release of these materials to the environment. The project would be required to implement the below City standard conditions of approval.

City Standard Conditions of Approval:

COA HAZ-2.2: The project shall implement the following measures:

- **Hazardous Materials Contamination:** To reduce the potential for construction workers and adjacent uses to encounter hazardous materials contamination from ACMs and lead-based paint, the following measures are to be included in the project:
 - a) In conformance with local, State, and Federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint

on the structures proposed for demolition. The surveys shall be completed prior to demolition work beginning on the structures.

- b) A registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the NESHAP guidelines, prior to building demolition that may disturb the materials. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to BAAQMD regulations.

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

- **Building Demolition PCB Control:** Nonwood-frame buildings constructed before 1981 that shall be completely demolished are required to conduct representative sampling of priority building materials that may contain PCBs. If sample results of one or more priority building materials show PCBs concentrations greater than or equal to 50 ppm, the applicant is required to follow applicable Federal and State notification and abatement requirements prior to demolition of the building. Submit a completed “Polychlorinated Biphenyls (PCBs) Screening Assessment Applicant Package” with the building demolition plans for the project. A demolition permit shall not be issued until the completed “PCBs Screening Assessment Applicant Package” is submitted and approved by the City Fire and Environmental Protection Division (FEPD). Applicants are required to comply with applicable Federal and State regulations regarding notification and abatement of PCBs-containing materials. Contact the City’s FEPD at 650-903-6378 to obtain a copy of the “PCBs Screening Assessment Applicant Package” and related guidance and information.

With implementation of the above City standard conditions of approval, impacts from ACMs, lead based paint, and PCBs would be less than significant by identifying and properly removing these hazardous materials encountered during building demolition. **(Less than Significant Impact)**

Impact HAZ-3:	The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (No Impact)
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The nearest school is Crittenden Middle School, which is approximately 0.5-mile west of the project site. There are no existing or proposed schools within one quarter of a mile of the project site.

Therefore, the project would not emit hazardous emissions within one quarter mile of a school. **(No Impact)**

Impact HAZ-4:	The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. (No Impact)
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As discussed in Section 4.9.1.2 Existing Conditions, the project site is not on the Cortese List (i.e., the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). **(No Impact)**

Impact HAZ-5: The project would not be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(Less than Significant Impact)**

Moffett Federal Airfield Comprehensive Land Use Plan

The ALUC reviews land uses within its AIA based on its established noise restriction area, height restriction area, and safety restriction area. As discussed in Section 4.9.1.2, the project site is located approximately 1.2 miles southwest of the Moffett Federal Airfield. It is within the Airfield's AIA and FAR Part 77 Notification Surface Area. The project was presented to the ALUC on November 16, 2022 and received a determination of consistency with two conditions, which are identified below as conditions of approval.

Condition of Approval:

COA HAZ-5.1: The project shall implement the following measures:

- **Building Height:** All new buildings shall not exceed the height limit of 182 feet above mean sea level (146 feet above grade).
- **Aviation Easement:** The proposed project shall process an aviation easement to notice future owners and occupants of buildings that there would be aviation activity around them.

The project's impact to the height restriction area is discussed below and would comply with COA HAZ-5.1 Based on this discussion, the proposed development with the implementation of condition of approval COA HAZ-5.1 would not expose people to safety hazards or excessive noise from Airfield operations. **(Less than Significant Impact)**

Federal Aviation Regulations Part 77

Based on the site location, any obstruction (permanent or temporary) exceeding 146 feet above grade would require FAA review. The proposed maximum building height of 85 feet would not require notification and review by the FAA to determine potential aviation hazard. However, the project's construction equipment (i.e., cranes) has the potential to exceed 146 feet in height, which would be subject to FAA's review. Compliance with FAA's regulations would reduce aviation hazards to a less than significant level. **(Less than Significant Impact)**

Impact HAZ-6: The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(Less than Significant Impact)**

The City's Hazard Mitigation Plan outlines the City's emergency response procedures in the event of natural disasters. The proposed development would not alter evacuation routes. The project would not result in closure, rerouting, or substantial alteration of streets or property access points during or after construction. Construction would primarily occur within the project site, with the exception of the construction activities required to install the crosswalks, curb ramps, and gutters at the intersection of Terra Bella Avenue and San Rafael Avenue. The design of the crosswalks, curb ramps, and gutters

would comply with the City's design requirements and would not physically interfere with emergency response or evacuation. In addition, the project is not located in a flood zone, landslide, tsunami, and wildfire zones, and would be constructed in accordance with current building and fire codes to avoid unsafe building conditions. As discussed in Section 4.19 Utilities and Service Systems, the project, along with the entire City, would be subject to mandatory conservation measures during dry and multiple dry years, and the project would not hinder the City from providing sufficient water supply in normal, dry, and multiple dry year conditions. Therefore, the proposed project would be consistent with existing emergency response plans and emergency evacuation plans and would have a less than significant impact (**Less than Significant Impact**)

Impact HAZ-7:	The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. (No Impact)
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The project site is located in a developed urban area. As discussed in Section 4.9.1.2, the project site is not located in a fire hazard zone or the WUI. For these reasons, the project would not expose people or structures to wildland fires. (**No Impact**)

4.9.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (*BIA v. BAAQMD*), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of Mountain View has policies (General Plan Policies PSA 3.2 and INC 18.1) that address existing hazardous materials conditions affecting a proposed project.

Vapor Intrusion

As discussed in Section 4.9.1.2, both project site at 1020 and 1040 Terra Bella have elevated levels of soil vapor contamination exceeding the respective residential ESL for the proposed residential building and commercial ESL for the proposed storage facility Building 2. Future occupants of these developments, therefore, have the potential to be adversely affected by intrusion of contaminated soil vapor beneath the buildings. The project would be required to implement the City standard conditions of approval COA HAZ-8.1 described below to adequately address soil vapor intrusion.

City Standard Condition of Approval

COA HAZ-8.1: Remediation: The applicant shall work with City staff, the necessary oversight agency (e.g., the U.S. Environmental Protection Agency, the State Department of Toxic Substances Control, State Regional Water Quality Control Board, County of Santa Clara Department of Environmental Health, etc.), and responsible parties, if necessary, to address any site remediation or building design/construction requirements to ensure appropriate on-site improvements in accordance with the oversight agency standard practice; local, State, and Federal regulations; and City Code requirements. Design of remediation equipment, equipment placement, or remediation activities will need to be reviewed and may require approval by all parties. Prior to issuance of any building or fire permits, the applicant shall either:

- (a) submit written proof of an approval from the oversight agency of remediation

activity and/or building and site design as deemed consistent with the remediation activity; or (b) provide written proof the work is not subject to approval from an oversight agency. A Certificate of Occupancy cannot be issued until final inspections have been completed by the City and the oversight agency, if required.

With implementation of the above City standard condition of approval, the health and safety of future occupants would be protected from soil vapor intrusion by requiring regulatory agency oversight to review the project, require any additional investigations, and implement vapor barrier design measures as necessary to prevent exposure of future occupants to contaminants in indoor air as a result of vapor intrusion.

Exposure during Construction Activities

As discussed above, the site contains known groundwater, soil, and soil vapor contamination and could expose construction workers to hazards during construction activities (e.g., demolition, grading, and excavation). The project would be required to implement the City standard condition of approval COA HAZ-8.2, described below, to protect the health and safety of construction workers.

City Standard Condition of Approval

COA HAZ-8.2: Health And Safety Measures: The permittee/contractor is responsible for preparing and implementing an appropriate health and safety plan to address the contamination and manage the operations in a safe manner and in compliance with the Cal/OSHA Construction Safety Orders and other State and Federal requirements.

With implementation of the above City standard conditions of approval, the health and safety of construction workers would be protected by preparing and implementing a health and safety plan to establish appropriate management practices for handling impacted soil, soil vapor, and groundwater or other materials that may potentially be encountered during construction activities.

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal and State

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality in California. Regulations set forth by the EPA and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA regulations include the NPDES permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the RWQCBs. The project site is within the jurisdiction of the San Francisco Bay RWQCB.

Under Section 303(d) of the federal Clean Water Act, the SWRCB and RWQCBs are required to identify impaired surface water bodies that do not meet water quality standards and develop total maximum daily loads (TMDLs) for contaminants of concern. The list of the state's identified impaired surface water bodies, known as the "303(d) list" can be found on the on the RWQCB's website.⁵⁵

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify Special Flood Hazard Areas (SFHAs). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) must be filed with the RWQCB by the project sponsor, and a Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction and filed with the RWQCB by the project sponsor. The Construction General Permit includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

⁵⁵ San Francisco Regional Water Quality Control Board. "The 303(d) List of Impaired Water Bodies." Accessed July 5, 2022. https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/TMDLs/303dlist.html.

Regional and Local

San Francisco Bay Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San Francisco Bay RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Municipal Regional Permit Provision C.3

The San Francisco Bay RWQCB re-issued the MRP in May 2022 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.⁵⁶ Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 5,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g., rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

In addition to water quality controls, the MRP requires new development and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other impacts to local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if: (1) the post-project impervious surface area is less than, or the same as, the pre-project impervious surface area; (2) the project is located in a catchment that drains to a hardened (e.g., continuously lined with concrete) engineered channel or channels or enclosed pipes, which extend continuously to the Bay, Delta, or flow controlled reservoir, or, in a catchment that drains to channels that are tidally influenced; or (3) the project is located in a catchment or subwatershed that is highly developed (i.e., that is 70 percent or more impervious).⁵⁷

⁵⁶ California Regional Water Quality Control Board San Francisco Region. *Municipal Regional Stormwater NPDES Permit, Order No. R2-2022-0018, NPDES Permit No. CAS612008*. May 11, 2022

⁵⁷ The Hydromodification Applicability Maps developed the permittees under Order No. R2-2009-0074 were prepared using this standard, adjusted to 65 percent imperviousness to account for the presence of vegetation on the photographic references used to determine imperviousness. Thus, the maps for Order No. R2-2009-0074 are accepted as meeting the 70 percent requirement.

Municipal Regional Permit Provision C.12.f

Provision C.12.f of the MRP requires co-permittee agencies to implement a control program for PCBs that reduces PCB loads by a specified amount during the term of the permit, thereby making substantial progress toward achieving the urban runoff PCBs wasteload allocation in the Basin Plan by March 2030.⁵⁸ Programs must include focused implementation of PCB control measures, such as source control, treatment control, and pollution prevention strategies. Municipalities throughout the Bay Area are updating their demolition permit processes to incorporate the management of PCBs in demolition building materials to ensure PCBs are not discharged to storm drains during demolition. Buildings constructed between 1950 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit. Single-family residential and wood frame structures are exempt.

Water Resources Protection Ordinance and District Well Ordinance

Valley Water operates as the flood control agency for Santa Clara County. Their stewardship also includes creek restoration, pollution prevention efforts, and groundwater recharge. Permits for well construction and destruction work, most exploratory boring for groundwater exploration, and projects within Valley Water property or easements are required under Valley Water's Water Resources Protection Ordinance and District Well Ordinance.

2021 Groundwater Management Plan

The 2021 Groundwater Management Plan (GWMP) describes Valley Water's comprehensive groundwater management framework, including existing and potential actions to achieve basin sustainability goals and ensure continued sustainable groundwater management. The GWMP covers the Santa Clara and Llagas subbasins, which are located entirely in Santa Clara County. Valley Water manages a diverse water supply portfolio, with sources including groundwater, local surface water, imported water, and recycled water. About half of the county's water supply comes from local sources and the other half comes from imported sources. Imported water includes the District's State Water Project and Central Valley contract supplies and supplies delivered by the San Francisco Public Utilities Commission (SFPUC) to cities in northern Santa Clara County. Local sources include natural groundwater recharge and surface water supplies. A small portion of the county's water supply is recycled water.

Local groundwater resources make up the foundation of the county's water supply, but they need to be augmented by the District's comprehensive water supply management activities to reliably meet the county's needs. These include the managed recharge of imported and local surface water and in-lieu groundwater recharge through the provision of treated surface water and raw water, acquisition of supplemental water supplies, and water conservation and recycling.⁵⁹

⁵⁸ California Regional Water Quality Control Board San Francisco Region. *Municipal Regional Stormwater NPDES Permit, Order No. R2-2022-0018, NPDES Permit No. CAS612008*. May 11, 2022

⁵⁹ Valley Water. *2021 Groundwater Management Plan, Santa Clara and Llagas Subbasins*. November 2021.

Local

City of Mountain View 2030 General Plan

The General Plan contains goals and policies to avoid significant impacts due to hydrology and water quality impacts. The following goals and policies are applicable to the proposed project.

Policy	Description
Infrastructure and Conservation Element	
INC-8.2	National Pollutant Discharge Elimination System Permit. Comply with requirements in the Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit (MRP).
INC-8.4	Runoff pollution prevention. Reduce the amount of stormwater runoff and stormwater pollution entering creeks, water channels and the San Francisco Bay through participation in the Santa Clara Valley Urban Runoff Pollution Prevention Program.
INC-8.5	Site-specific stormwater treatment. Require post-construction stormwater treatment controls consistent with MRP requirements for both new development and redevelopment projects.
INC 8.6	Green streets. Seek opportunities to develop green streets and sustainable streetscapes that minimize stormwater runoff, using techniques such as on-street bio-swales, bio-retention, permeable pavement or other innovative approaches.
INC-8.7	Stormwater quality. Improve the water quality of stormwater and reduce flow quantities.

City of Mountain View Code of Ordinances

Chapter 8 (Buildings) of the City Code includes the currently adopted Green Building Code which details the stormwater management best management practices and regulations required by the City. Chapter 35 (Water, Sewage, and other Municipal Services) of the City Code outlines the City policies surrounding water infrastructure, including requirements for the discharge of stormwater into the City's stormwater infrastructure.

4.10.1.2 *Existing Conditions*

Stormwater Drainage

The municipal storm drain system serving the project site consists of storm drain inlets, conveyance pipes, culverts, channels and retention basins operated by the City of Mountain View Public Works Department. Drainage into the City system generally flows south to north towards San Francisco Bay. The project site consists of 4.54 acres (or approximately 95 percent) of percent impervious surfaces and 0.26 acre (or approximately five percent) of pervious surfaces. Runoff from the site flows into a 12-inch storm drain line in Terra Bella Avenue and 8-inch storm drain line in Linda Vista Avenue.

Water Quality

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as

nonpoint source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Urban stormwater runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, animal feces, etc.), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

While there are no streams, creeks, ponds, or other surface water bodies located within the project site, Stevens Creek is located approximately 0.22-mile east of the project site. Stevens Creek is on the 2006 Clean Water Act Section 303(d) list due to diazinon pollution, total toxicity levels, the water temperature in the creek, and solid waste pollution.

Groundwater

The City of Mountain View is located within the Santa Clara Groundwater Basin (DWR Basin 2-9.02).⁶⁰ Hydrologically, the groundwater basin is separated into recharge and confined zones. Geological conditions in the recharge areas allow precipitation, stream flow, and water diverted into percolation areas to recharge the deeper aquifers. The confined zones include areas of the valley where low permeability clays and silts overlie the major groundwater aquifers which impedes the vertical flow of groundwater into the deeper aquifers. The City of Mountain View, including the project site, lies entirely within the area of the confined zone.⁶¹

As discussed in Section 4.7.1.2, groundwater was encountered under the project site at depths between seven to eight feet bgs.⁶² Water levels on-site may vary depending on seasonal precipitation, irrigation practices, and other climate conditions.

Flooding

The project site is located within Flood Zone X, which is not a Special Flood Hazard Area as identified by FEMA FIRM.⁶³ Flood Zone X is defined as an area determined to be outside the one percent and 0.2 percent annual chance floodplains, indicative of a minimal flood hazard.

Seiches and Tsunamis

A seiche is the oscillation of a body of water, typically caused by changes in atmospheric pressure, strong winds, earthquakes, tsunamis, or tidal movements. Seiches occur most frequently in enclosed or semi-enclosed basins such as lakes, bays, or harbors. There are no enclosed or semi-enclosed bodies of water near the project site.

⁶⁰ United States Geological Survey. "Groundwater Quality in the San Francisco Bay Groundwater Basins, California." March 2013. Accessed July 5, 2022. <https://pubs.usgs.gov/fs/2012/3111/pdf/fs20123111.pdf>.

⁶¹ Santa Clara Valley Water District. 2021 Groundwater Management Plan. Accessed July 5, 2022. https://s3.us-west-2.amazonaws.com/assets.valleywater.org/2021_GWMP_web_version.pdf.

⁶² Giles Engineering Associates, Inc. *Geotechnical Engineering Exploration and Analysis*. September 17, 2021.

⁶³ Federal Emergency Management Agency. Flood Insurance Rate Map, Community Panel No. 06085C0037H. Effective Date May 18, 2009.

Tsunamis are long period water waves caused by underwater seismic events, volcanic eruptions, or undersea landslides. The project site is located approximately 1.3-mile southwest of San Francisco Bay and therefore, is not located within an identified tsunami inundation area.⁶⁴

4.10.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
- result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
- substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
- create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
- impede or redirect flood flows?	☐	☐	☒	☐
4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

⁶⁴ Association of Bay Area Governments. *Tsunami & Additional Hazards*. Accessed July 5, 2022. <https://abag.ca.gov/our-work/resilience/data-research/tsunami-additional-hazards>.

Impact HYD-1: The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. **(Less than Significant Impact)**

Construction

Implementation of the proposed project would require demolition, excavation, grading, and paving of the project site, which could result in temporary impacts to surface water quality. These construction activities could expose building materials containing PCBs and increase erosion and sedimentation once the disturbed soil is exposed to water and wind. This would increase the potential for soil, sediment, and pollutants to be carried by runoff into local waterways and the San Francisco Bay.

Since the proposed project would disturb more than one acre, it is required to comply with the State of California General Construction Permit and submit a SWPPP and NOI to the SWRCB. Compliance with the General Construction Permit would ensure that all BMPs related to stormwater pollution prevention for construction projects are implemented. Further, the project is required to comply with the MRP Provision C.12.f and submit a PCBs Screening Assessment Applicant Package consistent with the City's Environmental Protection requirements, which require applicants to screen the buildings proposed for demolition to determine whether it is appropriate to conduct additional testing on building materials (City standard condition of approval COA HAZ-2.2).⁶⁵ The project would also require dewatering during construction. As discussed in Section 4.9 Hazards and Hazardous Materials, the project shall implement City standard condition of approval COA HAZ-2.1 to implement a soil and groundwater management plan to properly dispose dewatered groundwater. The project would be required to comply with the below City standard conditions of approval, which are consistent with the California General Construction Permit and MRP requirements.

City Standard Conditions of Approval:

COA HYD-1.1: The project shall implement the following measures:

- **State of California Construction General Stormwater Permit:** A "Notice of Intent" and "Stormwater Pollution Prevention Plan" shall be prepared for construction projects disturbing one (1) acre or more of land. Proof of coverage under the State General Construction Activity Stormwater Permit shall be attached to the building plans.
- **Construction Sediment and Erosion Control Plan:** The applicant shall submit a written plan acceptable to the City which shows controls to be used at the site to minimize sediment runoff and erosion during storm events. The plan shall include installation of the following items where appropriate: (a) silt fences around the site perimeter; (b) gravel bags surrounding catch basins; (c) filter fabric over catch basins; (d) covering of exposed stockpiles; (e) concrete washout areas; (f) stabilized rock/gravel driveways at points of egress from the site; and (g) vegetation, hydroseeding, or other soil stabilization methods for high-erosion areas. The plan shall also include routine street sweeping and storm drain catch basin cleaning.

⁶⁵ City of Mountain View. "New Requirement for Demolition Projects." Accessed July 5, 2022. <https://www.mountainview.gov/depts/fire/environment/protection.asp>.

- **Construction Best Management Practices:** All construction projects shall be conducted in a manner which prevents the release of hazardous materials, hazardous waste, polluted water, and sediments to the storm drain system
- **High-Erosion Storage Areas:** High-erosion areas (areas paved with loose sand/gravel, areas used for storage of high-sediment-producing materials, such as rock or sand, or areas designated for high traffic or heavy equipment traffic) shall be designed to prevent the run-on of stormwater and runoff of spills by one of the following: (a) covering the area and either sloping the area inward (negative slope) or providing a berm or curb around its perimeter; or (b) retrofitting the area with a treatment system to intercept and remove sediments from storm drain runoff.

The project, with the implementation of the above City standard conditions of approval COA HYD-1.1, would reduce construction-related water quality impacts to a less than significant level by limiting the release of pollutants into waterways through preparing a NOI and SWPPP, implementing a construction sediment and erosion control plan, construction BMPs and covering high-erosion staging areas. **(Less than Significant Impact)**

Post-Construction

Construction of the project would replace more than 10,000 square feet of impervious surface area. As a result, the project would be required to comply with the requirements of the MRP. Provision C.3 requires the project to incorporate site design, source control, and LID-based stormwater treatment controls to reduce the pollutant loads of runoff from the project. The project would reduce and treat surface runoff on-site by using flow-through planters, directing runoff from impervious surfaces to landscaped areas, and installing bioretention areas within the project site. Development of the proposed project, in compliance with existing regulations and best management practices (including the MRP and City Code), would reduce water quality impacts.

In addition, the project would be required to include the following measures, based on RWQCB requirements, to reduce stormwater runoff impacts from project implementation.

City Standard Conditions of Approval:

COA HYD-1.2 The project shall implement the following measures:

- **Stormwater Treatment (C.3):** This project would create or replace more than ten thousand (10,000) square feet of impervious surface; therefore, stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document entitled, "Stormwater Quality Guidelines for Development Projects." The City's guidelines also describe the requirement to select Low-Impact Development (LID) types of stormwater treatment controls; the types of projects that are exempt from this requirement; and the Infeasibility and Special Projects exemptions from the LID requirement.

The "Stormwater Quality Guidelines for Development Projects" document requires applicants to submit a Stormwater Management Plan, including information such as the type, location, and sizing calculations of the treatment

controls that shall be installed. Include three stamped and signed copies of the Final Stormwater Management Plan with the building plan submittal. The Stormwater Management Plan must include a stamped and signed certification by a qualified Engineer, stating that the Stormwater Management Plan complies with the City's guidelines and the State NPDES Permit. Stormwater treatment controls required under this condition may be required to enter into a formal recorded Maintenance Agreement with the City.

- **Landscape Design:** Landscape design shall minimize runoff and promote surface filtration. Examples include: (a) No steep slopes exceeding 10 percent; (b) Using mulches in planter areas without ground cover to avoid sedimentation runoff; (c) Installing plants with low water requirements; and (d) Installing appropriate plants for the location in accordance with appropriate climate zones. Identify which practices shall be used in the building plan submittal.
- **Efficient Irrigation:** Common areas shall employ efficient irrigation to avoid excess irrigation runoff. Examples include: (a) Setting irrigation timers to avoid runoff by splitting irrigations into several short cycles; (b) Employing multi-programmable irrigation controllers; (c) Employing rain shutoff devices to prevent irrigation after significant precipitation; (d) Use of drip irrigations for all planter areas which have a shrub density that would cause excessive spray interference of an overhead system; and (e) Use of flow reducers to mitigate broken heads next to sidewalks, streets and driveways. Identify which practices shall be used in the building plan submittal.
- **Outdoor Storage Areas (Including Garbage Enclosures):** Outdoor storage areas (for storage of equipment or materials which could decompose, disintegrate, leak or otherwise contaminate stormwater runoff), including garbage enclosures, shall be designed to prevent the run-on of stormwater and runoff of spills by all of the following: (a) Paving the area with concrete or other nonpermeable surface; (b) Covering the area; and (c) Sloping the area inward (negative slope) or installing a berm or curb around its perimeter. There shall be no storm drains in outdoor storage areas.

With the implementation of the City standard conditions of approval, based on RWQCB requirements, the project's post-construction water quality impacts would be less than significant by treating surface runoff. **(Less than Significant Impact)**

Impact HYD-2:	The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. (Less than Significant Impact)
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Groundwater recharge occurs when surface water percolates through the soil to recharge groundwater aquifers. As shown in Table 4.10-1, the proposed project would decrease the amount of impervious surface on-site from 95 percent to 81 percent compared to existing conditions. Therefore, implementation of the project would not interfere with groundwater recharge because it would not

reduce the amount of surface water that is allowed to percolate on-site. In addition, the project site is not located in a recharge area as identified by the 2021 GWMP.⁶⁶

Table 4.10-1: Impervious Surface Acreage On-Site		
	Acreage	Percent
A. Existing Conditions	4.54	95
B. Project Conditions	3.89	81
<i>Net Difference (A-B)</i>	<i>-0.65</i>	<i>-14</i>

As discussed in Section 4.7 Geology and Soils, implementation of the project would require temporary groundwater dewatering during construction activities due to the presence of groundwater seven to eight feet bgs and the proposed maximum excavation depth of eight feet. Although construction would require temporary dewatering, the amount of water that would be pumped is not expected to be significant. The project would implement City standard condition of approval COA GEO-1.1 to minimize the volume of groundwater removed during project construction and ensure construction dewatering does not substantially decrease groundwater supply. Based on the above discussion, implementation of the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. **(Less than Significant Impact)**

Impact HYD-3: The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows. **(Less than Significant Impact)**

There are no streams or rivers on-site, therefore, the proposed project would not affect the existing drainage pattern of any streams or rivers. As discussed under Impacts HYD-1 and HYD-2, the proposed project would comply with Provision C.3 of the MRP requirement to incorporate site design, source control, and LID-based stormwater treatment controls and would decrease the amount of impervious surfaces on-site from 95 to 81 percent, thereby reducing the amount of surface runoff compared to existing conditions. The existing storm drain system, therefore, would continue to adequately serve the project site under project conditions. As a result, the project would not result in substantial erosion or siltation, flooding, or additional sources of polluted runoff. **(Less than Significant Impact)**

⁶⁶ Valley Water. 2021 *Groundwater Management Plan, Santa Clara and Llagas Subbasins*. November 2021. Page 2-1.

Impact HYD-4: The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. **(Less than Significant Impact)**

As discussed in Section 4.9 Hazards and Hazardous Materials, the proposed residential and storage facility buildings would not use or store substantial quantities of hazardous materials on-site. As discussed in Section 4.10.1.2 Existing Conditions, the project site is not located within a 100-year flood hazard area or located in an area that is subject to flood risks associated with tsunamis or seiches. For these reasons, the project would not risk release of substantial pollutants due to inundation. **(Less than Significant Impact)**

Impact HYD-5: The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **(Less than Significant Impact)**

The San Francisco Basin Plan provides a framework for state and local governments to meet water quality objectives and criteria to protect the beneficial uses of local aquifers, streams, marshes, and San Francisco Bay. Consistent with the San Francisco Basin Plan, the proposed project would comply with the MRP requirement to install LID treatment controls to treat stormwater runoff and implement the City standard conditions of approval COA HYD-1.1 identified under Impact HYD-1. In addition, the project would decrease impervious surfaces on-site and would not result in any substantial depletion of groundwater supplies. Therefore, the project would not interfere with implementation of the 2021 Groundwater Management Plan.

For these reasons, the project would not conflict with water quality control plans or sustainable groundwater management plans. **(Less than Significant Impact)**

4.11 LAND USE AND PLANNING

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

Local

Moffett Federal Airfield Comprehensive Land Use Plan

The Moffett Federal Airfield CLUP, adopted by the Santa Clara County Airport Land Use Commission, is intended to safeguard the general welfare of the inhabitants within the vicinity of the airport, as well as aircraft occupants.⁶⁷ The CLUP is also intended to ensure that surrounding new land uses do not affect airfield operations. The CLUP identifies the Airfield's AIA. The AIA is a composite of areas surrounding the Airfield that are affected by noise, height, and safety considerations. Within the AIA, the CLUP establishes a (1) noise restriction area, (2) height restriction area, and (3) safety restriction area.

Mountain View 2030 General Plan

The General Plan contains goals and policies to avoid significant impacts due to land use and planning impacts. The following goals and policies are applicable to the proposed project.

Policy	Description
Land Use and Design	
LUD 3.1	Land use and transportation. Focus higher land use intensities and densities within a half-mile of public transit service, and along major commute corridors.
LUD 3.4	Land use conflict. Minimize conflicts between different land uses
LUD 3.8	Preserved land use districts. Promote and preserve commercial and industrial districts that support a diversified economic base.
LUD 15.2	Sustainable development focus. Require sustainable site planning, building, and design strategies.
LUD 15.4	Wildlife friendly development. Implement wildlife friendly site planning, building and design strategies.

4.11.1.2 *Existing Conditions*

The General Plan designation for the project site is General Industrial. This designation provides for industrial uses including manufacturing and storage, research and development, and administrative offices. The City does not permit residential uses in this land use designation.

The project site is zoned MM (General Industrial). Specific purposes of the MM district include manufacturing, storage facilities, and warehouses. Other uses such as churches, restaurants, offices,

⁶⁷ Santa Clara County Airport Land Use Commission. *Moffett Federal Airfield Comprehensive Land Use Plan*. November 2, 2016.

and safe parking⁶⁸ are conditionally permitted. Residential uses are not permitted in the MM zoning district.

The project site is currently developed with a single dilapidated, uninhabitable residence, a safe parking lot, and 18 storage facility buildings that are comprised of a rental office and storage lockers. The development to the west, south, and east of the project site consists primarily of office and industrial uses. There is also a church to the west of the project site. US 101 is located directly north of the project site.

4.11.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Physically divide an established community?	☐	☐	☒	☐
2) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Impact LU-1: The project would not physically divide an established community. **(Less than Significant Impact)**

A physical division of an established community typically refers to the construction of a physical feature (such as a wall, roadway, or railroad tracks) or the removal of a means of access (such as a local roadway or bridge) that would impair mobility within an existing community or between communities.

The project would redevelop the site with a new residential and storage facility buildings. The project would not include the construction of features or remove means of access that would divide the community. Thus, development of the project would not physically divide an established community. **(Less than Significant Impact)**

Impact LU-2: The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **(Less than Significant Impact)**

General Plan

The project would require a General Plan amendment to accommodate the proposed residential use on-site, as the current General Plan land use designation of General Industrial does not allow for residential uses. The General Plan text would also be amended to increase the maximum allowable

⁶⁸ “Safe parking” is a program that gives a temporary, overnight, safe location to park for individuals and families living in a vehicle while providing access to services that will transition them into more stable housing. City of Mountain View. “Safe Parking Program.” Accessed September 9, 2022. Available at: https://www.mountainview.gov/depts/comdev/housing/homelessness/safe_parking_program/default.asp.

FAR under the General Industrial land use designation from 0.55 to 2.5 for projects that provide significant public benefits in support of affordable housing. The project would be consistent with applicable General Plan land use policies (specifically those identified in Section 4.11.1.1 Regulatory Framework) by intensifying development on a site located within half a mile of public transit service, proposing a use that is compatible with the existing mix of uses in the project area (residential, office, and light industrial), preserving and intensify the existing storage facility, complying with CALGreen and the City's Green Building Code, and not developing in a wildfire hazard zone. **(Less than Significant Impact)**

Moffett Field CLUP

As discussed in Section 4.9 Hazards and Hazardous Materials, the project site is located within the AIA but is not located within the airfield's 65 dBA noise contour area or airport safety zones. The CLUP relies on the FAR Part 77 Notification Surface review process to regulate height restrictions. The proposed maximum building height of 85 feet would not require notification and review by the FAA to determine potential aviation hazard. However, if the project's construction equipment (i.e., cranes) has the potential to exceed 146 feet in height, it would be subject to FAA's review. Compliance with FAA's regulations would reduce aviation hazards to a less than significant level. Furthermore, the project was presented to the ALUC on November 16, 2022 and received a determination of consistency with two conditions, which are listed as condition of approval COA HAZ-5.1 in Section 4.9 Hazards and Hazardous Materials and include limiting the building height below 146 feet at grade and requiring an avigation easement. For these reasons, the project would not conflict with airport operations at Moffett Federal Airfield. **(Less than Significant Impact)**

4.12 MINERAL RESOURCES

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

State

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature in 1975 to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. As mandated under SMARA, the State Geologist has designated mineral land classifications in order to help identify and protect mineral resources in areas within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance.

4.12.1.2 *Existing Conditions*

The project site is in an urban area and is currently developed with a residential building and storage facility buildings. According to the U.S. Geologic Service (USGS), the project site and the surrounding area do not contain any mineral resources or mineral resource production areas.⁶⁹

4.12.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
2) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

⁶⁹ United States Geological Survey. "Mineral Resources Online Spatial Data." Accessed July 5, 2022.
<https://mrdata.usgs.gov/general/map-us.html>

Impact MIN-1:	The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. (No Impact)
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As discussed above in Section 4.12.1.2 Existing Conditions, there are no known mineral resources on-site. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the residents in the state or region. **(No Impact)**

Impact MIN-2:	The project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. (No Impact)
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The project site is not identified in the General Plan as containing any locally important mineral resources and no known mineral resources have previously been discovered on-site. The project, therefore, would not result in impacts to locally important mineral resource recovery sites. **(No Impact)**

4.13 NOISE

The following discussion is based on a Noise Assessment prepared by Illingworth & Rodkin, Inc. dated September 15, 2022. A copy of this report is included in Appendix J of this Initial Study.

4.13.1 Environmental Setting

4.13.1.1 *Background Information*

Noise

Factors that influence sound as it is perceived by the human ear, include the actual level of sound, period of exposure, frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a decibel scale, which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq} , L_{dn} , or CNEL.⁷⁰ These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

⁷⁰ L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (L_{dn}) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 PM and 10:00 PM. Where traffic noise predominates, the CNEL and L_{dn} are typically within two dBA of the peak-hour L_{eq} .

4.13.1.2 Regulatory Framework

Federal and State

Federal Transit Administration Vibration Limits

The Federal Transit Administration (FTA) has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. The FTA has proposed vibration impact criteria based on maximum overall levels for a single event. The impact criteria for groundborne vibration are shown in Table 4.13-1 below. There are established criteria for frequent events (more than 70 events of the same source per day), occasional events (30 to 70 vibration events of the same source per day), and infrequent events (less than 30 vibration events of the same source per day). These criteria can be applied to development projects in jurisdictions that lack vibration impact standards.

Table 4.13-1: Groundborne Vibration Impact Criteria			
Land Use Category	Groundborne Vibration Impact Levels (VdB inch/sec)		
	Frequent Event	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime use	75	78	83
Source: Federal Transit Administration. <i>Transit Noise and Vibration Assessment Manual</i> . September 2018.			

California Building Standards Code

The CBC establishes uniform minimum noise insulation performance standards to protect persons within new buildings housing people, including hotels, motels, dormitories, apartments, and dwellings other than single-family residences. Title 24 mandates that interior noise levels attributable to exterior sources not exceed 45 L_{dn} /CNEL in any habitable room. Exterior windows must have a minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA L_{dn} noise contour for a freeway or expressway, railroad, or industrial source.

Regional and Local

Moffett Federal Airfield Comprehensive Land Use Plan

The project site is approximately 1.2 miles southwest of the Moffett Federal Airfield, which is the closest airport to the site. The Moffett Federal Airfield CLUP, adopted by the Santa Clara County Airport Land Use Commission, is intended to safeguard the general welfare of the inhabitants within

the vicinity of the airport, as well as aircraft occupants.⁷¹ The CLUP includes noise exposure maps and guidelines intended to minimize the public's exposure to excessive noise and safety hazards. The CLUP identifies the AIA. The AIA is a composite of areas surrounding the Airfield that are affected by noise, height, and safety considerations. Within the AIA, the CLUP establishes a (1) noise restriction area, (2) height restriction area, and (3) safety restriction area.

The Santa Clara County ALUC has jurisdiction over new land uses in the vicinity of airports, and establishes 65 dBA CNEL as the maximum allowable noise level considered compatible with residential uses. Recommendations made by the ALUC are advisory in nature to the local jurisdictions, not mandatory.

City of Mountain View 2030 General Plan

The purpose of the City of Mountain View 2030 General Plan Noise Element is to guide policies for addressing exposure to current and projected noise sources in Mountain View. The Noise Element includes a land use compatibility section which outlines acceptable outdoor noise environment standards for land use categories, as shown below in Table 4.13-2.

⁷¹ Santa Clara County Airport Land Use Commission. *Moffett Federal Airfield Comprehensive Land Use Plan*. November 18, 2016.

Table 4.13-2: General Plan Outdoor Noise Acceptability Guidelines

Land Use Category	Community Noise Exposure in Decibels (CNEL) Day/Night Average Noise Level in Decibels (Ldn)						
	55	60	65	70	75	80	85
Residential-Single-Family, Duplex, Mobile Homes	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Residential-Multi-Family Transient Lodging-Motels, Hotels	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters, Sports Arenas, Outdoor Spectator Sports	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial and Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

NORMALLY UNACCEPTABLE

New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development clearly should not be undertaken.

Source: State of California General Plan Guidelines, 2003.

The following General Plan policies are intended to reduce noise impacts and would be applicable to the proposed project.

Policy	Description
NOI 1.1	Land Use Compatibility. Use the Outdoor Noise Acceptability Guidelines as a guide for planning and development decisions.
NOI 1.2	<p>Noise-sensitive land uses. Require new development of noise-sensitive land uses to incorporate measures into the project design to reduce interior and exterior noise levels to the following acceptable levels:</p> <ul style="list-style-type: none"> • New single-family developments shall maintain a standard of 65 dBA L_{dn} for exterior noise in private outdoor active use areas. • New multi-family residential developments shall maintain a standard of 65 dBA L_{dn} for private and community outdoor recreation use areas. Noise standards do not apply to private decks and balconies in multi-family residential developments. • Interior noise levels shall not exceed 45 dBA L_{dn} in all new single-family and multi-family residential units. • Where new single-family and multi-family residential units would be exposed to intermittent noise from major transportation sources such as train or airport operations, new construction shall achieve an interior noise level of 65 dBA through measures such as site design or special construction materials. This standard shall apply to areas exposed to four or more major transportation noise events such as passing trains or aircraft flyovers per day.
NOI 1.3	Exceeding acceptable noise thresholds. If noise levels in the area of a proposed project would exceed normally acceptable thresholds, the City shall require a detailed analysis of proposed noise reduction measures to determine whether the proposed use is compatible. As needed, noise insulation features shall be included in the design of such projects to reduce exterior noise levels to meet acceptable thresholds, or for uses with no active outdoor use areas, to ensure acceptable interior noise levels.
NOI 1.4	Site planning. Use site planning and project design strategies to achieve the noise level standards in NOI 1.1 (Land Use Compatibility) and in NOI 1.2 (Noise Sensitive Land Uses). The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project design.
NOI 1.5	Major roadways. Reduce the noise impacts from major arterials and freeways.
NOI 1.6	Sensitive uses. Minimize noise impacts on noise-sensitive land uses, such as residential uses, schools, hospitals and child-care facilities.
NOI 1.7	Stationary sources. Restrict noise levels from stationary sources through enforcement of the Noise Ordinance.

City of Mountain View Code of Ordinances

The City of Mountain View addresses noise regulations and goals in the zoning chapter of the City Code. The City's codes help protect the community from exposure to excessive noise and also specify how noise is measured and regulated. Noise is also regulated through standard project conditions of approval, and the Mountain View Police Department and the City Attorney's office enforce noise violations.

Construction noise impacts primarily occur when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses (e.g., residences), and/or when construction duration lasts over an extended period of time. Section 8.70.1 of the City Code restricts the hours of construction

activity to 7:00 a.m. to 6:00 p.m., Monday through Friday. No construction activity is permitted on Saturday, Sunday, or holidays without written approval from the City. Construction activities are defined to include any physical activity on the construction site or in the project's staging area, including the delivery of materials.

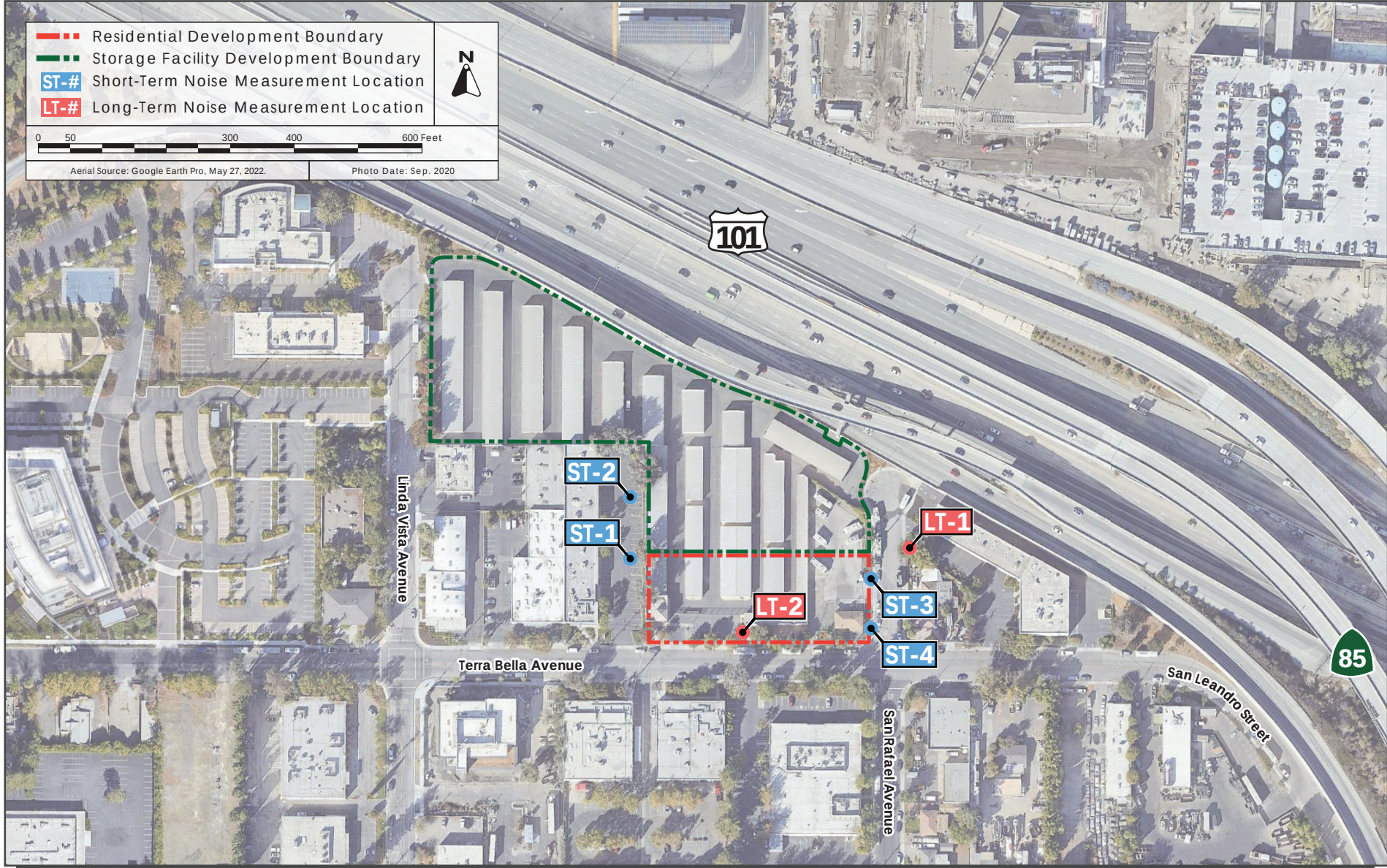
The City of Mountain View also identifies limits on noise from stationary equipment (such as heating, ventilation, and air conditioning mechanical systems, delivery truck idling, loading/unloading activities, recreation activities, and parking lot operations) in Section 21.26 of the City Code. The maximum allowable noise level is 55 dBA during the day and 50 dBA at night (10:00 p.m. to 7:00 a.m.), unless it has been demonstrated that such operation would not be detrimental to the health, safety, peace, morals, comfort or general welfare of residents subjected to such noise, and the use has been granted a permit by the Zoning Administrator.

4.13.1.3 Existing Conditions

The noise environment at the proposed project site is currently dominated by vehicular traffic along US 101. Secondary noise sources would include vehicular traffic along Terra Bella Avenue. A summary of the noise levels measured on-site are included in Table 4.13-3 and Table 4.13-4 below. The noise measurement locations are shown on Figure 4.13-1 below.

Table 4.13-3: Summary of Long-Term Noise Measurement Data (dBA)			
Noise Measurement Location	Daytime L_{eq} Range	Nighttime L_{eq} Range	Average Noise Level (L_{dn})
LT-1: ~ 280 feet southwest of the centerline of US 101	69 to 72	61 to 70	74
LT-2: ~ 505 feet southwest of the centerline of US 101 and 55 feet north of Terra Bella Avenue	61 to 66	54 to 65	64
Source: Illingworth & Rodkin, Inc. 1020 & 1040 Terra Bella Avenue CEQA Noise Assessment. September 15, 2022.			

Table 4.13-4: Summary of Short-Term Noise Measurement Data (dBA)						
Noise Measurement Location	L_{max}	L₍₁₎	L₍₁₀₎	L₍₅₀₎	L₍₉₀₎	L_{eq}
ST-1a: ~485 feet from the Centerline of US 101, at a height of 5 feet	63	62	61	59	58	60
ST-1b: ~485 feet from the Centerline of US 101, at a height of 24 feet	62	67	66	65	63	65
ST-2a: ~400 feet from the Centerline of US 101, at a height of 5 feet	71	68	65	62	61	63
ST-2b: ~400 feet from the Centerline of US 101, at a height of 24 feet	72	71	70	69	67	69
ST-3: ~375 feet from the Centerline of US 101, at a height of 5 feet	72	68	66	64	63	65
ST-4: ~415 feet from the Centerline of US 101, at a height of 5 feet	72	69	66	63	62	64
Source: Illingworth & Rodkin, Inc. 1020 & 1040 Terra Bella Avenue CEQA Noise Assessment. September 15, 2022.						



NOISE MEASUREMENT LOCATIONS

FIGURE 4.13-1

4.13.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
2) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
3) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

The CEQA Guidelines state that a project would normally be considered to have a significant impact if noise levels conflict with adopted environmental standards or plans, or if noise levels generated by the project will substantially increase existing noise levels at noise-sensitive receivers on a permanent or temporary basis. CEQA does not define what noise level increase would be substantial. As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data.

Impact NOI-1:	The project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Less than Significant Impact)
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Construction Noise

Project Construction

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Construction of the entire project would take approximately 30 months and would be split into two main phases. The residential building and the westernmost storage facility building (Building 1) would

be constructed in Phase 1 and would take approximately 22 months to complete, with seven of those months consisting of overlapping construction at both portions of the project site. The easternmost storage facility building (Building 2) would be constructed in Phase 2 and would take approximately 12 months to complete. Project construction activities would include demolition, site preparation, grading and excavation, building construction, architectural coatings, and paving.

The City of Mountain View does not establish noise level thresholds for construction activities. In past practice, the City has required standard construction noise reduction measures if the hourly average noise levels exceed 60 dBA L_{eq} , and the ambient by at least five dBA L_{eq} , for a period of more than one year at adjacent residential land uses to reduce impacts to a less than significant level. The City currently utilizes the noise limits established by the Federal Transit Administration (FTA) to identify potential impacts due to substantial temporary construction noise, which are 80 dBA L_{eq} at residential land uses and 90 dBA L_{eq} at commercial and industrial land uses during daytime hours.

As described in additional detail in Appendix J, the nearest existing residence is located approximately 445 feet east as measured from the center of the project site.⁷² A new residential building approximately 515 feet west of the center of the project site is under construction, and would be constructed when the proposed project begins construction. The nearest non-residential use is the adjacent office building approximately 80 feet southwest of the center of the project site. The project specific analysis determined that construction noise levels would potentially reach 74 dBA L_{eq} on occasion at the nearest residential land use, and 80 dBA L_{eq} at the nearest existing commercial land use, as calculated from the center of the project site phases. The potential highest noise level for both the nearest residence and office use would occur in the grading and excavation phase of construction. Construction noise levels would not exceed 80 dBA L_{eq} at residential land uses near the site or 90 dBA L_{eq} at the commercial land uses near the site, however, comparing against City's past practices, project construction would exceed one year and would be subject to the following City standard conditions of approval to reduce construction noise impacts to surrounding land uses.

City Standard Conditions of Approval:

COA NOI-1.1: The project shall implement the following measures:

- **Work Hours** - No work shall commence on the job site prior to 7:00 a.m. nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday or any holiday unless prior approval is granted by the Chief Building Official. At the discretion of the Chief Building Official, the general contractor or the developer may be required to erect a sign at a prominent location on the construction site to advise subcontractor and material suppliers of the working hours. Violation of this condition of approval may be subject to the penalties outlined in Section 8.6 of the City Code and/or suspension of building permits.
- **Notice of Construction** - The applicant shall notify neighbors within 300 feet of the project site of the construction schedule in writing, prior to construction.

⁷² Similar to the air quality analysis, the noise assessment conservatively assumed that the former residential building east of the project site, currently occupied by a roofing company, is the closest residence.

A copy of the notice and the mailing list shall be submitted prior to issuance of building permits.

- **Construction Noise Reduction** - The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties: a. comply with manufacturer's muffler requirements on all construction equipment engines; b. turn off construction equipment when not in use, where applicable; c. locate stationary equipment as far as practicable from receiving properties; d. use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible; e. and shroud or shield impact tools and use electric powered rather than diesel-powered construction equipment.
- **Disturbance Coordinator** - The applicant shall designate a "disturbance coordinator" who shall be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the general contractor) shall determine the cause of the complaint and will require that reasonable measures warranted to correct the problem be implemented. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site. The sign must also list an emergency after-hours contact number for emergency personnel.

The project, with the implementation of City standard conditions of approval COA NOI-1.1, would result in less than significant construction noise impacts by notifying neighbors of the project construction schedule, designating a disturbance coordinator, working within the allowed construction hours, and implementing noise reduction measures. **(Less than Significant Impact)**

Cumulative Construction

As discussed in Section 4.3 Air Quality under Impact AIR-1, there are two other development projects within 1,000 feet of the project site:

- 1001 North Shoreline Boulevard (150 feet west) – two buildings totaling 303 dwelling units and a five level parking garage(approved)
- 1155 & 1185 Terra Bella Avenue (400 feet southwest) – 20,000-square foot office building (proposed/pending)

The 1001 North Shoreline Boulevard project is developing two residential buildings. The first building is currently under construction approximately 515 feet west from the center of the 1020 and 1040 Terra Bella Avenue portion of the project site and is scheduled to be completed before construction of Phase 1 at the 1020 and 1040 Terra Bella Avenue portion of the project site begins. Construction of the second building at 1001 North Shoreline Boulevard is to begin in early 2024 and its construction would overlap with the construction of Phase 1 and 2 at the project site. During this overlapping construction period, temporary combined construction noise levels at nearby receptors may be up to two dBA higher than if only one project was under construction. Construction at nearby 1155 & 1185 Terra Bella Avenue (if approved) is scheduled to begin early 2024, which could overlap with construction at the project

site and 1001 North Shoreline Boulevard. During this overlapping construction period, temporary combined construction noise levels at nearby receptors may be up to three dBA higher than if only one project was under construction. However, in no case would construction noise levels exceed the 80 dBA noise limit at existing nearby residential properties or the 90 dBA noise limit at existing nearby commercial properties. Therefore, cumulative construction noise impact would be less than significant. **(Less than Significant Cumulative Impact)**

Operational Noise

Mechanical Equipment Noise

The proposed residential and commercial structures would include mechanical equipment such as air conditioning, heating systems, and exhaust fans. The project would implement the following City standard condition of approval to ensure that impacts from mechanical equipment noise would meet stationary equipment noise limits identified in City Code Section 21.26. During the building permit process, a project-specific acoustical analysis that demonstrates compliance with day and nighttime noise limits at the adjoining residentially used property would be required as part of the permit application.

City Standard Condition of Approval:

COA NOI-1.2: Mechanical Equipment -The noise emitted by any mechanical equipment shall not exceed a level of 55 dB(A) during the day or 50 dB(A) during the night, 10:00 p.m. to 7:00 a.m., when measured at any location on the adjoining residentially used property.

A qualified acoustical consultant shall be retained to review mechanical noise as these systems are selected to determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and installation of noise barriers, such as enclosures and parapet walls, to block the line-of-sight between the noise source and the nearest receptors. Alternate measures may include locating equipment in less noise-sensitive areas, such as the rooftop of the buildings away from the building's edge nearest the noise-sensitive receptors, where feasible. With implementation of the above City standard condition of approval COA NOI-1.2, project mechanical equipment would not substantially increase noise levels in the project area. **(Less than Significant Impact)**

Project Traffic

A significant noise impact would occur if traffic generated by the project would substantially increase noise levels at sensitive receivers in the vicinity. A substantial increase would occur if the noise level increase is three dBA DNL or greater, as existing noise levels at the nearby residences in the area would exceed 60 dBA DNL. Generally, traffic volumes need to double to result in a perceptible (three dB) noise increase. As discussed in the project-specific Transportation Analysis, the project would result in a net increase of 996 new daily vehicle trips.⁷³ The main source of traffic noise at the project

⁷³ Hexagon Transportation Consultants, Inc. *1020-1040 Terra Bella Avenue Transportation Analysis*. November 22, 2022. Page 14.

site is from US 101, and the number of trips generated by the project would not double traffic volumes on US 101. Therefore, the project-generated traffic would not increase ambient noise levels by three dBA DNL or more. For this reason, the project-generated traffic noise would result in a less than significant impact. **(Less than Significant Impact)**

Cumulative Traffic

Cumulative traffic noise could also result from the traffic generated by the project when added to the traffic generated by other reasonably foreseeable projects. Cumulative traffic conditions were reviewed to determine if the proposed project would make a cumulatively considerable contribution to significant traffic noise increases expected in the area. A significant cumulative traffic noise increase would occur if two criteria are met: 1) if the cumulative traffic noise level increase was three dBA DNL or greater for future levels exceeding 60 dBA DNL or was five dBA DNL or greater for future levels at or below 60 dBA DNL; and 2) if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan. Cumulative traffic noise levels were calculated to increase by less than two dBA DNL in the project vicinity. For these reasons, the cumulative traffic noise impact would be less than significant. **(Less than Significant Cumulative Impact)**

Impact NOI-2:	The project would not result in generation of excessive groundborne vibration or groundborne noise levels. (Less than Significant Impact with Mitigation Incorporated)
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Construction activities associated with the project may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used. Construction activities would include site demolition, preparation work, foundation work, and new building framing and finishing. The proposed project is not expected to require pile driving, which can cause excessive vibration.

As discussed in Section 4.13 Cultural Resources, no historical buildings have been identified in proximity to the project site. The project-specific Noise and Vibration Assessment used two groundborne vibration levels to determine the threshold of significance at which buildings in the project vicinity would have the potential to be subject to a significant vibration impact. These thresholds were groundborne vibration levels in excess of 0.5 in/sec PPV for surrounding commercial/industrial structures and 0.3 in/sec PPV for surrounding residential buildings. Table 4.13-5 shows the estimated vibration levels at nearby structures resulting from operation of construction equipment at the project site.

Table 4.13-5: Vibration Source Levels for Construction Equipment						
Equipment		PPV at 25 ft. (in/sec)	Estimated Vibration Levels at Structures Surrounding the Project Site, in/sec PPV			
			Commercial South (10 feet)	Residence East (60 feet)	Church West (95 feet)	School West (120 feet)
Clam shovel drop		0.202	0.553	0.077	0.047	0.036
Hydromill (slurry wall)	in soil	0.008	0.003	0.002	0.001	0.003
	in rock	0.017	0.006	0.004	0.003	0.005
Vibratory Roller		0.210	0.575	0.080	0.048	0.037
Hoe Ram		0.089	0.244	0.034	0.020	0.016
Large bulldozer		0.089	0.244	0.034	0.020	0.016
Caisson drilling		0.089	0.244	0.034	0.020	0.016
Loaded trucks		0.076	0.208	0.029	0.018	0.014
Jackhammer		0.035	0.096	0.013	0.008	0.006
Small bulldozer		0.003	0.008	0.001	0.001	0.001
Small Vibratory Roller (CAT CP433E 8-ton vibratory compactor)		0.087	0.238	0.033	0.020	0.015
Pavement Grinder		0.089	0.244	0.034	0.020	0.016
Bolded = significant impact						

As shown in Table 4.13-5, operation of heavy equipment during the construction process would result in vibration levels of up to 0.575 in/sec PPV for the commercial uses to the south of the project site. This would exceed the 0.5 in/sec PPV threshold and would have the potential to result in cosmetic damage, which would be a significant impact. To reduced potential vibration impacts resulting from construction activities, the City requires implementation of the following City standard condition of approval.

City Standard Condition of Approval:

COA NOI-2.1: Vibration Best Management Practices Construction Measures:

- Avoid impact pile driving and drill piles instead where possible. Drilled piles cause lower vibration levels where geological conditions permit their use.
- Avoid using vibration rollers and tampers near sensitive areas.
- In areas where project construction is anticipated to include vibration generating activities, vibration studies shall be conducted to determine the

areas of impact and to present appropriate mitigation measures that may include the following:

- Identification of sites that would be exposed to project vibration compaction activities and could result in vibration impacts to structures;
- Develop a vibration monitoring and contingency plan;
- Construction contingency plan; and
- Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage have been made.

In compliance with the above City standard condition of approval, a vibration study was conducted, and the following mitigation measure is required.

Mitigation Measure:

MM NOI-2.1: The following measures shall be implemented during construction to reduce vibration levels to 0.5 in/sec PPV or less at adjacent commercial/industrial buildings south of the site.

- Place operating equipment on the construction site as far as possible from vibration-sensitive receptors.
- Use smaller vibratory rolling equipment, for example the Caterpillar model CP433E vibratory compactor, within 15 feet of the adjacent commercial/industrial buildings south of the site to reduce vibration levels to 0.5 in/sec PPV or less.
- Select demolition methods not involving impact tools.
- Avoid dropping heavy equipment, such as a clam shovel drop, within 15 feet of the adjacent commercial/industrial buildings south of the site, and use alternative methods for breaking up existing pavement, such as a pavement grinder.
- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

With implementation of City standard condition of approval COA NOI-2.1 and mitigation measure MM NOI-2.1, impacts related to groundborne vibration at adjacent structures would be reduced to a less than significant level by avoiding the use of high vibration impact equipment near sensitive receptors, using lower vibration impact construction methods and equipment, and designating a person on the construction site to respond to and address claims of excessive vibration. **(Less than Significant Impact with Mitigation Incorporated)**

Impact NOI-3: The project would not be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The project would not expose people residing or working in the project area to excessive noise levels. **(Less than Significant Impact)**

The nearest airport to the project site is Moffett Federal Airfield, which is approximately 1.2 miles northeast of the site. While aircraft flyovers from Moffett Federal Airfield would at times be audible at the outdoor use areas on the project site, the site is outside of the Airfield's 65 dBA CNEL noise contour area. Therefore, the project would not expose people residing or working in the project area to excessive noise levels. **(Less than Significant Impact)**

4.13.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (*BIA v. BAAQMD*), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City has policies (including General Plan Policies NOI 1.2, NOI 1.3, NOI 1.4, NOI 1.5, and NOI 1.6 identified in Section 4.13.1.2 Regulatory Framework) that address existing noise conditions affecting a proposed project.

Future Exterior Noise Environment

The proposed residential building would face Terra Bella Avenue. The primary outdoor use areas would be a courtyard located on the third story on the south side of the building, enclosed by three residential levels on the north, east, and west sides, and the pedestrian plaza area on Terra Bella Avenue. The acoustical shielding provided by the building would reduce the noise level in the courtyard and pedestrian plaza to 51 dBA DNL and 64 dBA DNL, respectively, which is below the City's maximum acceptable outdoor noise exposure level for multiple-family residential areas of 65 dBA DNL.

The worst-case noise exposure for the storage facility buildings would remain at 75 dBA DNL, with Building 1 being partially shielded by an elevated ramp that reduces noise levels to 72 dBA at some portions of the building. The noise exposure at the storage facility manager's apartment unit would remain at 72 dBA DNL. No outdoor-use areas are planned around the storage buildings.

Future Interior Noise Environment

Residential units along the northeastern façade of the residential building nearest to US 101 and the manager's apartment unit in Storage Building 1 would be exposed to exterior noise levels as high as 72 dBA DNL. General Plan Policy NOI 1.2 requires that indoor noise levels for residences not exceed 45 dBA DNL. To meet the indoor noise level standard would require at least 27 decibels of attenuation to meet the required indoor level of 45 dBA DNL.

The project would be required to implement the following City standard condition of approval.

City Standard Condition of Approval:

COA NOI-4.1: The project would implement the following measures.

- **Interior Noise Levels** - Construction drawings must confirm that measures have been taken to achieve an interior noise level of 45 dB(A) L_{dn} that shall be reviewed and approved by a qualified acoustical consultant prior to building permit submittal.
- **Site Specific Building Acoustical Analysis** - A qualified acoustical consultant shall review final site plans, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by State noise regulations. Project-specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels reduced to 45 dB(A)DNL or lower. The specific determination of what noise insulation treatments are necessary shall be completed on a unit-by-unit basis. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City along with the building plans and approved prior to issuance of a building permit. Building sound insulation requirements shall include the provision of forced-air mechanical ventilation for all residential units as recommended by the qualified acoustical consultant, so that windows can be kept closed at the occupant's discretion to control noise. Special building techniques (e.g., sound-rated windows and building facade treatments) shall be implemented as recommended by the qualified acoustical consultant to maintain interior noise levels at or below acceptable levels. These treatments shall include, but are not limited to, sound-rated windows and doors, sound-rated wall construction, acoustical caulking, protected ventilation openings, etc.

The site-specific noise assessment conducted for the project found the proposed buildings, with standard construction and incorporation of adequate forced-air mechanical ventilation, can be feasibly designed to reduce noise levels below the 45 dBA DNL threshold for the residential units in the residential building and manager's apartment unit in Storage Building 1.

The performance method enforced in the CALGreen Code requires that interior noise levels for non-residential use be maintained at 50 dBA $L_{eq(1-hr)}$ or less during hours of operation. The proposed storage facility buildings would be exposed to exterior noise levels between 72 and 75 dBA DNL along US 101. The worst-case hourly L_{eq} would be 73 dBA at this location. Standard construction materials for commercial uses would provide approximately 25 dBA of noise reduction in interior spaces and the inclusion of adequate forced-air mechanical ventilation systems would provide an additional five dBA reduction which would satisfy the daytime threshold of 50 dBA $L_{eq(1-hr)}$.

Implementation of the above City standard condition of approval would ensure that interior noise levels are reduced to acceptable levels by utilizing specific design measures and construction materials.

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

State

Housing-Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.⁷⁴ The City of Mountain View Housing Element and related land use policies were last updated in 2014, the City is currently in the process of updating their Housing Element for 2023 to 2031.

Regional and Local

Plan Bay Area 2050

Plan Bay Area 2050 is a long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Plan Bay Area 2050 promotes the development of a variety of housing types and densities within identified Priority Development Areas (PDAs). PDAs are areas generally near existing job centers or frequent transit that are locally identified for housing and job growth.⁷⁵

ABAG allocates regional housing needs to each city and county within the San Francisco Bay Area, based on statewide goals. These allocations are designed to lay the foundation for Plan Bay Area 2050's long-term envisioned growth pattern for the region. ABAG also develops a series of forecasts and models to project the growth of population, housing units, and jobs in the Bay Area. ABAG, MTC, and local jurisdiction planning staff created the Forecasting and Modeling Report, which is a technical overview of the of the growth forecasts and land use models upon which Plan Bay Area 2050 is based.

⁷⁴ California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements." Accessed July 5, 2022. <http://hcd.ca.gov/community-development/housing-element/index.shtml>.

⁷⁵ Association of Bay Area Governments and Metropolitan Transportation Commission. *Plan Bay Area 2050*. October 21, 2021. Page 20.

4.14.1.2 Existing Conditions

As of January 2022, the City of Mountain View had an approximate population of 83,864 with an average of 2.35 persons per household.⁷⁶ The City's current General Plan Housing Element projects the City's 2040 population and jobs to be 134,000 and 133,000, respectively.⁷⁷ As described above, the City is currently updating its General Plan Housing Element for the upcoming 2023-2031 cycle, and if adopted, the projected 2040 population and jobs would be 142,200 and 133,000, respectively.⁷⁸ The project site is currently developed with one uninhabitable single-story residence and 77,418 square feet of commercial space. The surface parking area adjacent to the single-story residence is currently being used as a safe parking lot. The safe parking lot is estimated to be closed by June 2023.

4.14.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
Impact POP-1:	The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). (Less than Significant Impact)			

A project can induce substantial population growth by proposing new housing beyond projected or planned development levels, generating demand for housing as a result of new businesses, extending roads or other infrastructure to previously undeveloped areas, or removing obstacles to population growth (e.g., expanding capacity of a wastewater treatment plant beyond that necessary to serve planned growth).

The project site currently has a General Plan designation of General Industrial, which does not allow residential development and, therefore, was not projected to accommodate any population or housing growth at the buildout of the General Plan. The proposed project would construct a 108-unit residential building, and potentially an additional unit for the storage facility manager in Building 1 of the proposed storage facility, which would result in approximately 256 new residents more than what was

⁷⁶ California Department of Finance. "E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2022." May 2022. Accessed August 24, 2022. <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/>.

⁷⁷ City of Mountain View. *City of Mountain View Housing Element Update*. July 2022. Table 3-2.

⁷⁸ City of Mountain View. *City of Mountain View Housing Element Update*. July 2022. Table 3-2.

assumed in the 2030 General Plan buildout (approximately 0.2 percent more than assumed from the General Plan buildout).^{79,80} Although the project would result in an incremental increase in population beyond what was anticipated in the General Plan, the 0.2 percent increase in population would not be a substantial increase in unplanned population.

As discussed in Section 4.17 Transportation and Section 4.19 Utilities and Service Systems, the project would be adequately served by existing infrastructure and would not extend roads or other infrastructure. For these reasons, the project would not directly or indirectly induce substantial unplanned growth in the area. **(Less than Significant Impact)**

Impact POP-2:	The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. (Less than Significant Impact)
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As discussed in Section 4.14.1.2, there are no housing units or habitable residences on-site. There is a safe parking lot located on a portion of the project site for individuals who sleep overnight in their personal vehicles and park in the surface lot overnight. The leasing contract for the safe parking lot is estimated to expire in June 2023, and individuals who frequent this overnight parking location can visit one of the other two safe parking locations within the City. Therefore, implementation of the project would not displace individuals from the project site that would necessitate the construction of housing elsewhere. **(Less than Significant Impact)**

⁷⁹ The number of residents was estimated assuming a citywide average 2.3 residents per household. California Department of Finance. *Table 2: E-5 City/County Population and Housing Estimates, for January 1, 2021-2022*. May 2022.

⁸⁰ The population estimate uses the City's average of 2.35 persons per household for all of the dwelling units, including the two manager's units.

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Government Code Section 65995 through 65998

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Government Code Sections 65995 through 65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property)" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

Developers are required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Local

City of Mountain View 2030 General Plan

The General Plan contains goals and policies to avoid significant impacts due to public services impacts. The following goals and policies are applicable to the proposed project.

Policy	Description
Public Safety	
PSA 1.1	Adequate staffing. Maintain adequate police and fire staffing, performance levels and facilities to serve the needs of the community.
PSA 2.7	Police service levels and facilities. Ensure Mountain View Police Department service levels and facilities meet demands from new growth and development.

Policy	Description
Parks, Open Space and Community Facilities	
POS 1.1	Additional parkland. Expand park and open space resources to meet current City standards for open acreage and population in each neighborhood.
POS 1.2	Recreation facilities in new residential developments. Require new development to provide park and recreation facilities.
MOB 10.4	Emergency response. Monitor emergency response times and where necessary consider appropriate measures to maintain emergency response time standards. Measures to ensure provisions of adequate response times may include the expanded use of emergency vehicle signal preemption, evacuation route modifications, or the construction of new facilities (e.g., fire stations).

City of Mountain View Code of Ordinances

Chapter 41 of the City Code contains a Park Land Dedication Ordinance, which sets requirements for park land dedication or in-lieu fees. The City requires developers to dedicate at least three acres of park land for each 1,000 persons who will live in a new housing project (owned or rented), or to pay an in-lieu fee that would be used to offset the increased demands on park facilities. The City also allows developers to propose, for City Council consideration, a POPA space within a residential development site for park land credit, reducing the land or in-lieu fee obligation generated by the development. Section 41.11 of the City Code exempts affordable housing units from being counted towards the total number of dwelling units used to calculate the park land dedication requirement.

4.15.1.2 Existing Conditions

Fire Protection Services

Fire protection in the Master Plan area is provided by the City of Mountain View Fire Department (MVFD), which serves a population of approximately 83,000 and an area of 12 square miles. The MVFD provides fire suppression, rescue response, hazard prevention and education, and disaster preparedness services. In fiscal year 2020/2021, out of 8,512 emergency calls made to the MVFD, 6,003 of the calls were for medical aid and 445 were for fire.⁸¹ The MVFD has an established response time of six minutes for “Medical Code Three” calls (i.e., those requiring expedited transport).⁸²

The City of Mountain View also participates in a mutual aid program with neighboring cities, including Palo Alto, Los Altos, and Sunnyvale. Through this program, one or more of the mutual aid cities would provide assistance to Mountain View in whatever capacity was needed.

Station Five is closest to the project site. Station Five is located at 2159 North Shoreline Boulevard, approximately one mile north of the project site. The MVFD reviews applications for new projects to ensure that they comply with the City’s current fire codes and standards.

⁸¹ Mountain View Fire Department. *Fire Department Annual Report, Fiscal Year 2020-21*. Accessed July 6, 2022. <https://www.mountainview.gov/depts/fire/about/report.asp>

⁸² City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report*. SCH #2011012069. September 2012. Page 477.

Police Protection Services

Police protection in the project area is provided by the City of Mountain View Police Department (MVPD). MVPD consists of authorized staff of 143 full-time, part-time, and limited-period personnel.⁸³ Officers patrolling the area are dispatched from police headquarters, located at 1000 Villa Street, approximately one mile southwest of the project site.

The MVPD has a goal to respond to Priority E and Priority 1 calls in less than four minutes at least 55 percent of the time. Priority E and Priority 1 calls are considered the highest priority calls and signal emergency dispatch from the MVPD. Priority E calls are of higher importance, because they are often associated with violent crime incidents.⁸⁴ MVPD has a mutual aid agreement with the surrounding jurisdictions, under which the other agencies would assist the MVPD in responding to calls when needed.

Schools

The project site is located within Mountain View Whisman School District (MVWSD) and Mountain View-Los Altos Union High School District (MVLASD). MVWSD serves grades kindergarten through eighth grade and MVLAS services high-school age students. Students in the project area attend Theuerkauf Elementary School located at 1625 San Luis Avenue (approximately 0.60-mile southwest of the project site), Crittenden Middle School located at 1701 Rock Street (approximately 0.68-miles northwest of the project site), and Mountain View High School located at 3535 Truman Avenue (approximately 3.3 miles south of the project site).

Table 4.15-1 shows the existing school capacities and recent enrollment data at Theuerkauf Elementary School, Crittenden Middle School, and Mountain View High School.

Table 4.15-1: School Enrollment and Capacity					
School	2018 to 2019 Enrollment ¹	2019 to 2020 Enrollment ¹	2020 to 2021 Enrollment ¹	2021 to 2022 Enrollment ¹	Existing Capacity ^{2,3}
Theuerkauf Elementary School	355	333	301	331	673
Crittenden Middle School	707	647	598	532	1,008
Mountain View High School	2,062	2,183	2,257	2,316	1,546
¹ California Department of Education. "Data Quest." Accessed July 12, 2022. Available at: https://www.cde.ca.gov/ds/ad/dataquest.asp					
² MVWSD. <i>Level I Developer Fee Study</i> . Appendix E. May 5, 2022. Accessed July 12, 2022.					
³ Aguilar, Irene. Assistant to the Associate Superintendent-Business Services, Mountain View Los Altos High School District. Personal Communication. July 7, 2022.					

⁸³ Mountain View Police Department. *2021 Annual Report*. Accessed July 6, 2022.

<https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=37694>

⁸⁴ City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report*. SCH #2011012069. September 2012. Page 483 and 484.

Parks and Open Space

The City of Mountain View currently owns or manages approximately 993 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks are divided among 18 mini-parks, 13 neighborhood/school parks (under joint-use agreements with local school districts), five neighborhood parks not associated with school sites, two community parks, and one regional park (Shoreline at Mountain View).⁸⁵ The City also maintains 10 parks under joint-use agreements with local school districts.

The nearest public park to the project site is Vernon Park, located approximately 0.25-mile south of the site on San Vernon Avenue. The park includes children's play equipment, a basketball court, and walking paths. Other nearby park facilities include Stevenson Park approximately 0.60-mile southwest of the site and Charleston Park approximately 0.89-mile northwest of the site. Rengstorff Park, approximately 1.3 miles southwest of the project site, is one of two large community parks in the City. The park is 16.92 acres in size and includes the City's Community Center and a number of sports fields and other facilities.

Libraries

The Mountain View Public Library, located at 585 Franklin Street, is the City's only library. It is located approximately 1.35 miles southwest of the project site.

4.15.2 Impact Discussion

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

⁸⁵ City of Mountain View. *2014 Parks and Open Space Plan*. Accessed July 6, 2022.
<https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=14762>

Impact PS-1:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. (Less than Significant Impact)
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The project site is in an area that is currently served by the MVFD. Compared to existing conditions, the addition of up to 109 residential units (which would generate approximately 256 new residents) and expansion of the storage facility would incrementally increase demand for fire protection services in the City. Station Five is the nearest fire station to the project site, and the site is less than 1.5 miles from three other MVFD fire stations. In addition, the project would be constructed to comply with current Fire Code standards as adopted by the City of Mountain View, and MVFD would review project plans to ensure to adequate fire safety and prevention measures on-site. Based on this discussion, the project would not result in the need to expand any existing or construct any new fire protection facilities. **(Less than Significant Impact)**

Impact PS-2:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. (Less than Significant Impact)
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As discussed in Impact PS-1, the project would result in an increase of up to 109 residential units and approximately 256 new residents. The project would also expand the existing storage facility. The addition of approximately 256 new residents and additional customers generated by the storage facility would result in an incremental increase in the demand for police protection services in Mountain View. The project site is located in an area that is currently served by the MVPD. In addition, the project would include nighttime security lighting, privately accessed control points, and surveillance cameras. These safety features are incorporated to minimize and deter the opportunity for criminal activity. The City's General Plan policies (PSA 1.1 and PSA 2.7) ensure that the City maintains adequate police staffing and performance levels while continually exploring ways to improve police effectiveness. Based on this discussion, the project would not result in the need to expand any existing or construct any new police protection facilities in the City. **(Less than Significant Impact)**

Impact PS-3:	<p>The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools.</p> <p>(Less than Significant Impact)</p>
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The project would develop up to 109 residential units (including two manager's units). Based on the most recently available student generation rates provided by MVWSD and MVLASD, the project would generate approximately 61 elementary and middle school students and 34 high school students.⁸⁶

As discussed in Section 4.15.1.2, both Theuerkauf Elementary School and Crittenden Middle School have existing capacity to accommodate project generated students based on current enrollment numbers. Therefore, the addition of 61 elementary and middle school students would not require the expansion of those schools or construction of any new school facilities. As of the end of the 2021 to 2022 school year, Mountain View High School is over capacity by 770 students.⁸⁷ The school currently utilizes portable classrooms in addition to permanent education facilities to accommodate the additional students. The construction of permanent classroom facilities is underway through Measure E bond program funding and has undergone separate environmental review. The construction of these additional facilities would result in an overall capacity of 2,379 students, which would be sufficient to accommodate the currently enrolled students in addition to the approximately 34 new students that would be generated by this project.⁸⁸

As required by state law (Government Code Section 65996), the project proponent shall pay the appropriate school impact fees to offset and mitigate the increased demands on school facilities caused by the project. Based on this, the project would result in a less than significant impact to school facilities. **(Less than Significant Impact)**

⁸⁶ Based on the following student generation rates: Elementary and middle school students per market-rate multi-family unit = 0.124 (0.555 per below market-rate unit) Source: Mountain View Whisman School District. *Level 1 Developer Fee Study*. May 5, 2022. Appendix E.

High school students per market-rate multi-family unit = 0.047 (0.312 per below market-rate unit) Source: Mountain View/Los Altos Union High School District. *Level 1 Developer Fee Study*. July 27, 2020. Table 1.

⁸⁷ Current enrollment at Mountain View High School is 2,316 students with a school capacity of 1,546 students resulting in an overcapacity of 770 students. Capacity Source: Aguilar, Irene. Assistant to the Associate Superintendent-Business Services, Mountain View/Los Altos Union High School District. Personal Communication. July 7, 2022.

⁸⁸ Mountain View/Los Altos Union High School District. *Draft Mitigated Negative Declaration - Mountain View High School Expansion Project (SCH Number 2011092006)*. November 2018. Page 10.

Impact PS-4:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks. (Less than Significant Impact)
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As discussed in Section 4.16.1.1, the City Code exempts affordable housing units from paying park land dedication or in-lieu fees. Since the project would provide 100-percent (excluding manager's units) affordable housing units, it would not be required to contribute the park land dedication fee that is typically required for market-rate residential developments in the City. The new residents generated by the proposed project would incrementally increase the use of existing recreational facilities in the project area. The residential portion of the proposed project would include approximately 10,300 square feet of common amenity space on the podium deck of the building which would help offset the increase in demand on parks and recreational facilities. The ground-floor of the residential building would also include landscaped seating areas and an entry plaza. The inclusion of landscaping areas, walking paths, lounge areas, and play equipment on-site would offset the project's demand on City park facilities. As such, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities. **(Less than Significant Impact)**

Impact PS-5:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities. (Less than Significant Impact)
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Implementation of the proposed project would contribute to an incremental increase in demand for other public facilities, such as libraries, because it would add new residents to the City. The single library in the City currently serves the existing population of 83,864, and the addition of the approximately 256 project residents would result in a potential increase in patrons of less than 0.3 percent. This incremental increase in demand would not require the construction or expansion of new library facilities. **(Less than Significant Impact)**

4.16 RECREATION

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Local

Mountain View 2030 General Plan

The General Plan contains goals and policies to avoid significant impacts due to recreation impacts. The following goals and policies are applicable to the proposed project.

Policy	Description
Parks, Open Space and Community Facilities	
POS 1.1	Additional parkland. Expand park and open space resources to meet current City standards for open acreage and population in each neighborhood.
POS 1.2	Recreation facilities in new residential developments. Require new development to provide park and recreation facilities.
POS 2.6	Diverse park amenities. Design parks to address a range of activities for diverse populations.
POS 4.2	Park design. Implement high-quality park amenities and design.
POS 6.1	Citywide network of pathways. Develop a citywide network of pedestrian and bicycle pathways to connect neighborhoods, employment centers, open space resources and major destinations within the city.

City of Mountain View Code of Ordinances

Chapter 41 of the City Code contains a Park Land Dedication Ordinance, which sets requirements for park land dedication or in-lieu fees. The City requires developers to dedicate at least three acres of park land for each 1,000 persons who will live in a new housing project (owned or rented), or to pay an in-lieu fee that would be used to offset the increased demands on park facilities. The City also allows developers to propose, for City Council consideration, a POPA space within a residential development site for park land credit, reducing the land or in-lieu fee obligation generated by the development. Section 41.11 of the City Code exempts affordable housing units from being counted towards the total number of dwelling units used to calculate the park land dedication requirement.

4.16.1.2 Existing Conditions

As discussed under Section 5.14 Public Services, the City of Mountain View currently owns or manages approximately 993 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks are divided among 18 mini-parks, 13 neighborhood/school parks (under joint-use agreements with local school districts), five neighborhood parks not associated with school sites, two community parks, and one regional park (Shoreline at Mountain View).⁸⁹ The City also maintains 10 parks under joint-use agreements with local school districts.

The nearest public park to the project site is Vernon Park, located approximately 0.25-mile south of the site on San Vernon Avenue. The park includes children's play equipment, a basketball court, and walking paths. Other nearby park facilities include Stevenson Park approximately 0.60-mile southwest of the site and Charleston Park approximately 0.89-mile northwest of the site. The City's parkland total includes other recreational facilities such as the Rengstorff Park Aquatics Center, the Rengstorff Park tennis courts, the Shoreline Golf Link, and a skatepark. The nearest recreational facilities to the project site are located at Rengstorff Park, which is 1.3 miles southwest of the project site.

4.16.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Impact REC-1:	The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. (Less than Significant Impact)
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As discussed in Section 4.15, the proposed project would construct up to 109 residential units which would result in an increase in population that would use park facilities. To offset the increase in demand on parks and recreational facilities, the residential portion of the proposed project includes approximately 10,300 square feet of common amenity space on the podium deck of the building. This third-floor courtyard space would include landscaping areas, lounge areas, and play equipment. The ground-floor of the residential building would also include landscaped seating areas and an entry plaza.

Since the project would be providing 100-percent (excluding manager's units) affordable housing units, it would not be required to contribute the park land dedication fee that is typically required for

⁸⁹ City of Mountain View. *2014 Parks and Open Space Plan*. Accessed July 6, 2022.
<https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=14762>

market-rate residential developments in the City. The inclusion of landscaping areas, walking paths, lounge areas, and play equipment on-site would offset the project's demand on City park facilities. As such, the project would not result in or accelerate the substantial physical deterioration of existing neighborhood and regional parks or other recreational facilities. **(Less than Significant Impact)**

Impact REC-2:	The project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. (Less than Significant Impact)
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The proposed project includes approximately 10,300 square feet of outdoor, common amenity space on the podium deck of the building. The common amenity space would include landscaping, lounge areas, play equipment, gardens, and gathering space. The construction impacts of the on-site common amenity space are evaluated throughout this Initial Study and found not to result in significant impacts with the implementation of identified conditions of approval (such as COAs, AIR-1.1, AIR-1.2, BIO-1.1, BIO-5.1, COA CUL-2.1, GEO-1.1, GEO-6.1, HAZ-2.1, HAZ-2.2, HYD-1.1, HYD-1.2, NOI-1.1, and NOI-2.1) and mitigation measures (AIR-1.1, CUL-2.1, and NOI-2.1). As discussed under Impact REC-1, the inclusion of on-site common space would offset the project's incremental increase in demand for park facilities. For these reasons, the project would not require the expansion of existing recreational facilities. **(Less than Significant Impact)**

4.17 TRANSPORTATION

The following is based, in part, on a Transportation Analysis (TA) prepared by Hexagon Transportation Consultants, Inc. dated November 22, 2022, and a TDM Plan prepared by Nelson Nygaard prepared in September 2022. This report is attached as Appendix K to this Initial Study.

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including Santa Clara County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2040 in July 2017, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2040.

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a vehicle miles traveled (VMT) metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires the replacement of automobile delay—described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion—with VMT as the recommended metric for determining the significance of transportation impacts. The Governor’s Office of Planning and Research (OPR) approved the CEQA Guidelines implementing SB 743 on December 28, 2018. Local jurisdictions are required to implement a VMT policy by July 1, 2020.

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to utilize. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project’s VMT may be significant. Notably, projects located within 0.50 mile of transit should be considered to have a less than significant transportation impact based on OPR guidance.

Regional and Local

Congestion Management Program

VTA oversees the Congestion Management Program (CMP), which is aimed at reducing regional traffic congestion. The relevant state legislation requires that urbanized counties in California prepare a CMP in order to obtain each county’s share of gas tax revenues. State legislation requires that each CMP define traffic LOS standards, transit service standards, a trip reduction and transportation demand management plan, a land use impact analysis program, and a capital improvement element. VTA has

review responsibility for proposed development projects that are expected to affect CMP-designated intersections.

City of Mountain View 2030 General Plan

The following transportation-related policies from the General Plan are applicable to the project.

Policy	Description
Land Use and Design	
LUD 3.1	Land use and transportation. Focus higher land use intensities and densities within 0.5 mile of public transit service and along major commute corridors.
LUD 8.5	Pedestrian and bicycle amenities. Encourage attractive pedestrian and bicycle amenities in new and existing developments, and ensure that roadway improvements address the needs of pedestrians and bicyclists.
LUD 9.4	Enhanced pedestrian activity. Ensure commercial development enhances pedestrian activity through these strategies: <ul style="list-style-type: none">• Encourage the first level of the building to occupy a majority of the lot's frontage, with exceptions for vehicle and pedestrian access• Allow for the development of plazas and dining areas• Encourage the majority of a building's ground floor frontage to provide visibility into the building by incorporating windows and doors• Require that ground floor uses be primarily pedestrian-oriented• Ensure pedestrian safety and access when designing parking areas and drive-through operations
Minimize driveways	
LUD 17.2	Transportation Demand Management strategies. Require development to include and implement Transportation Demand Management strategies.
Mobility	
MOB 1.5	Public accessibility. Provide traffic calming, especially in neighborhoods and around schools, parks, and gathering places.
MOB 1.6	Traffic calming. Provide traffic calming, especially in neighborhoods and around schools, parks, and gathering places.
MOB 8.3	Multi-modal transportation monitoring. Monitor the effectiveness of policies to reduce vehicle miles traveled (VMT) per service population by establishing transportation mode share targets and periodically comparing travel survey data to established targets.

2030 General Plan Action Item MOB 8.1.3

General Plan Action Item MOB 8.1.3 established interim Level of Service (LOS) standards for the City to use based on the LOS standards from the 1992 General Plan. These standards include a target peak hour LOS policy of LOS D for all intersections and roadway segments, except for intersections and street segments within the Downtown Core and San Antonio areas and intersections and street segments on CMP designated roadways in Mountain View which have a target of LOS E.

Mountain View VMT Policy

The Mountain View City Council adopted a Vehicle Miles Traveled Policy on June 30, 2020, which replaces LOS with VMT as the metric for determining a significant transportation impact under CEQA consistent with SB 743. The City's VMT policy includes screening criteria for projects which are presumed to have a less than significant transportation impact. Specifically, the City's VMT Policy states that projects would have a less than significant VMT impact and do not require further project-specific VMT analysis if the project meets the screening criteria for small project screening, map-based screening, transit screening, or affordable housing screening. Projects determined by the City to be local-serving retail would also be exempt from being required to conduct a detailed CEQA VMT analysis.

Mountain View Comprehensive Modal Plan

The City identifies the level of comfort for pedestrians on any given roadway using the Pedestrian Quality of Service (PQOS) metric. The Mountain View Comprehensive Modal Plan (AccessMV) identifies the continuity or gaps in the City's pedestrian facilities and identifies PQOS scoring ranging from 1 to 5. A higher PQOS score indicates a low quality of service. The PQOS metric covers the following factors:

- Proximity to a variety of destinations and amenities
- Street connectivity and directness of routes to destinations
- Presence of a continuous network of pedestrian facilities
- Motor vehicle traffic speed; and
- Street width and intersection conditions

The City also identifies the perceived comfort and safety of existing roads and bikeway facilities from the perspective of cyclists using the Bicycle Level of Traffic Stress (BLTS) metric. AccessMV identifies the BLTS scoring ranging from 1 to 4. A higher BLTS score indicates that the bikeway is comfortable for a more confident adult. A BLTS score of 1 is comfortable for all ages and abilities, a BLTS score of 2 is comfortable for an average adult, while a BLTS score of 4 indicates that the streets are comfortable only for highly confident riders. The metric (ranging from 1 to 4) in the AccessMV document covers the following factors:

- Number of through lanes or street width
- Posted speed limit or prevailing vehicle speed
- Presence and type of bicycle facilities
- Presence of traffic signals

Shoreline Boulevard Transportation Corridor Study

In November 2014, the Mountain View City Council approved the Shoreline Boulevard Transportation Corridor Study which determined the feasibility of, and developed a conceptual design for, integrated transit, bicycle, and pedestrian facilities in the Shoreline Boulevard Corridor from the Downtown Transit Center to North Bayshore. The Corridor Study provided a phasing program for the transportation improvements to achieve the North Bayshore commute mode-share goals and identified recommended Shoreline Boulevard bus lane and utility improvements.

2015 Bicycle Transportation Plan

The 2015 Bicycle Transportation Plan (BTP) provides a vision, strategies, and actions for improving and encouraging bicycle travel in and through the City. The 2015 BTP also expands on the City's 2030 General Plan mobility goals by more specifically addressing bicycle-related needs of the community. The 2015 BTP proposes Class IV cycle tracks along Shoreline Boulevard and Moffett Boulevard and a Class II full time bike lane along Middlefield Road.

4.17.1.2 *Existing Conditions*

Roadway Network

Regional access to the project site is provided by US 101 and State Route (SR) 85. Local access to the project site is provided via Shoreline Boulevard, Middlefield Road, Moffett Boulevard, Terra Bella Avenue, San Rafael Avenue, and Linda Vista Avenue. These roadways are briefly described below.

- *US 101* is an eight-lane highway wide with three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction in the vicinity of the project site. US 101 provides access to the study area via a full interchange at Shoreline Boulevard.
- *SR 85* is a freeway that begins at US 101, east of North Shoreline Boulevard, extends south towards San José, and terminates at US 101 east of the Silicon Valley Boulevard and Bernal Road interchange. SR 85 is six lanes wide (two mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project site. SR 85 provides access to the project site via an interchange at Moffett Boulevard.
- *Shoreline Boulevard* is a north-south, four-lane arterial road⁹⁰ in the vicinity of the project site. It begins near Shoreline Lake in the north and extends to El Camino Real in the south, where it becomes Miramonte Avenue. Shoreline Boulevard has left-turn pockets at intersections. Access to the project site from Shoreline Boulevard is provided via Terra Bella Avenue.
- *Middlefield Road* is an east-west, four-lane arterial road that runs parallel to US 101. It begins at the intersection of Central Expressway in Mountain View and traverses westward through Redwood City. Middlefield Road has landscaped medians with left-turn pockets at signalized intersections. Access to the project site from Middlefield Road is via Shoreline Boulevard and Linda Vista Avenue.
- *Moffett Boulevard* is a north-south, four-lane arterial that begins from R T Jones Road in the north and extends to Central Expressway in the south, where it becomes Castro Street. Moffett Boulevard has landscaped medians with left-turn pockets at signalized intersections. Access to the project site from Moffett Boulevard is via Middlefield Road.
- *Terra Bella Avenue* is a two-lane east-west roadway that is adjacent to the southern border of the project site. Terra Bella Avenue has on-street parking on both sides of the street.

⁹⁰ Arterial road is a high-capacity road that sits below freeways on the road hierarchy in terms of traffic flow and speed. Source: U.S. Department of Transportation, Federal Highway Administration. *Road Function Classification*. November 2000. https://safety.fhwa.dot.gov/speedmgt/data_facts/docs/rd_func_class_1_42.pdf

- *San Rafael Avenue* is a two-lane dead end north-south roadway with on-street parking on both sides of the street. A driveway on San Rafael Avenue provides access to the existing, dilapidated, uninhabitable single-family residence.
- *Linda Vista Avenue* is a two-lane dead end, north-south roadway with on-street parking on both sides of the street. A driveway at the end of Linda Vista Avenue provides emergency access to the existing storage facility buildings.

Existing Transit Facilities

Existing transit services in the area are provided by the Valley Transportation Authority (VTA) and the Mountain View Transportation Management Association (MVTMA). The closest bus stops serviced by the VTA and the MVTMA are located along Shoreline Boulevard, approximately 1,100 feet west of the project site. The VTA operates bus and light rail transit services in Santa Clara County, and the TMA provides free MVgo shuttle service between the Mountain View Transit Center (MVTC) and corporate campuses in the North Bayshore and East Whisman areas. The VTA bus route and MVgo shuttle route in the project vicinity and the bus/shuttle stops near the project site are shown on Figure 4.17-1.

VTA Bus Service

VTA Local Route 40 serves the project vicinity with bus stops in each direction on Shoreline Boulevard. Local Route 40 runs between Foothill College and the MVTC. The MVTC provides connections to Caltrain, VTA light rail transit, several VTA bus routes (21, 40, and 52), MV community shuttle, and MVgo shuttle routes.

Mountain View Transportation Management Association Shuttles

The MVTMA operates the MVgo shuttle system. This shuttle system is provided through the collection of TMA member dues. MVgo operates four shuttle routes that provide service to employment areas from the MVTC. Three routes serve the North Bayshore area, and one route serves the East Whisman area. The shuttles are timed to meet Caltrain arrivals during the a.m. and departures during p.m. commute periods. MVgo shuttle Route B provides service to the project area, with one bus stop within the vicinity of the project site.



Source: Hexagon Transportation Consultants, Inc., August 26, 2022.

EXISTING TRANSIT FACILITIES

FIGURE 4.17-1

Existing Bicycle Facilities

The bicycle facilities proximate to the project site (see Figure 4.17-2) consist of Class II bikeways, which are striped bike lanes on roadways that are marked by signage and pavement markings. Striped bike lanes are present on the following roadway segments:

- Shoreline Boulevard, between Charleston Road and Central Expressway; and
- Middlefield Road (part-time, open during the daytime and peak hours), within Mountain View city limits

Other nearby bicycle facilities include the Stevens Creek Trail, which is a multi-use trail system that runs through the City of Mountain View and is shared between pedestrians and bicyclists and is separated from motor vehicle traffic. Within the City, Stevens Creek trail is a five-mile continuous Class I bikeway from Shoreline at Mountain View Park in the north to Dale Avenue and Heatherstone Way in the south. This trail system can be accessed via a trailhead on Middlefield Road, approximately one-mile walking distance southeast of the project site.

Based on the BLTS map, the following streets in the project vicinity have a BLTS greater than 2, which is undesirable:

- Shoreline Boulevard (BLTS 3)
- Middlefield Road (BLTS 3)
- Moffett Boulevard (BLTS 4)

Existing Pedestrian Facilities

Pedestrian facilities near the project site consist of sidewalks along all surrounding streets, including along Terra Bella Avenue, Linda Vista Avenue, and San Rafael Avenue. Crosswalks and pedestrian signal heads are present at the following intersections:

- North, west, and east legs of the Shoreline Boulevard and US 101 Northbound Off-Ramp and La Avenida Street intersection;
- West leg of the Shoreline Boulevard and US 101 Southbound Ramps intersection; and
- All legs of the Shoreline Boulevard and Terra Bella Avenue intersection.

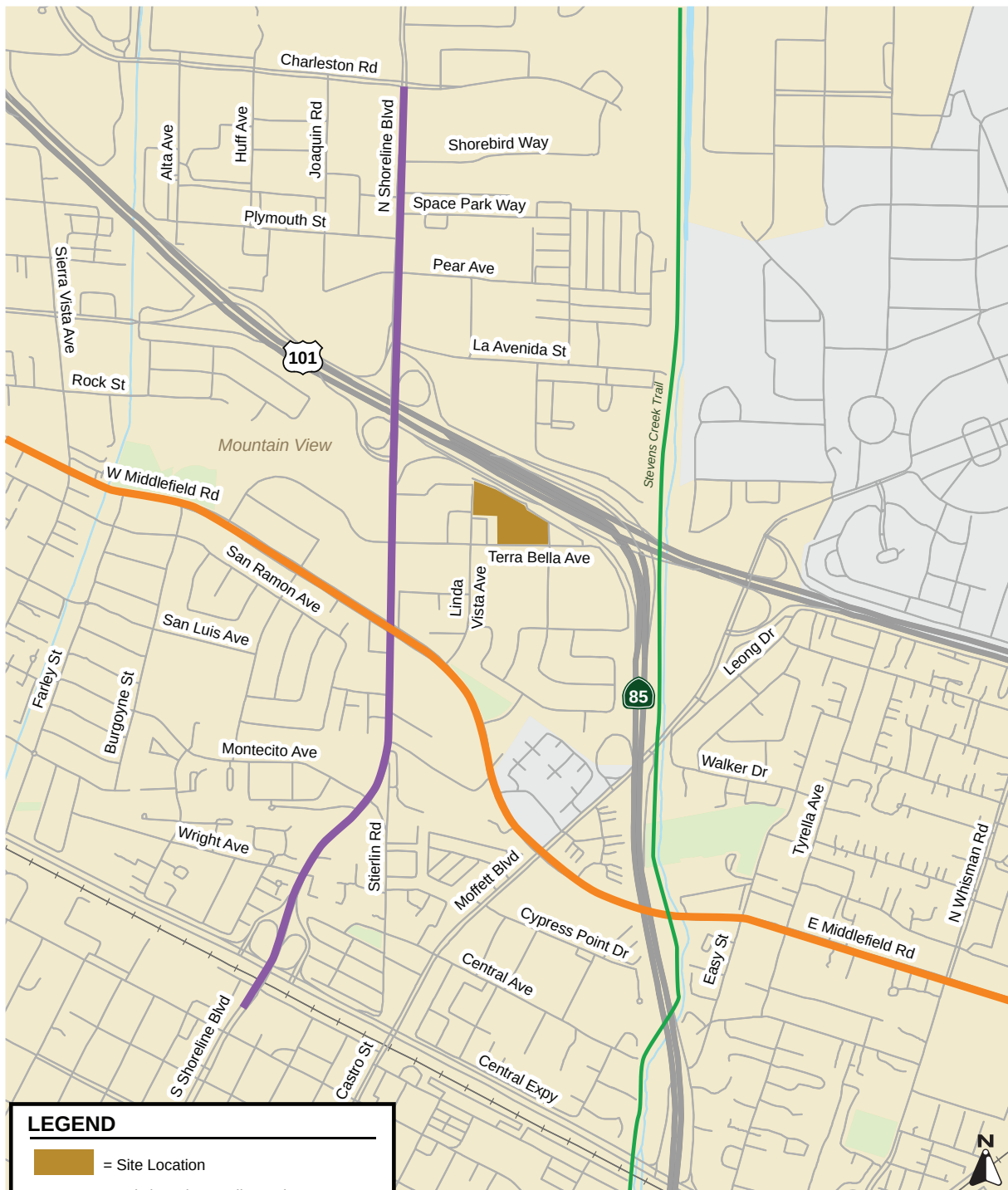
In addition, crosswalks are provided at all legs of the Linda Vista Avenue and Terra Bella Avenue intersection and at the north leg of the Linda Vista Avenue and Middlefield Road intersection. Americans with Disabilities Act (ADA) compliant curb ramps are located at most intersections within the project vicinity, with the exception of the northwest, southwest, and southeast corners of the Shoreline Boulevard and Terra Bella Avenue intersection.

Pedestrian generators in the project vicinity include office buildings and bus stops along Shoreline Boulevard and Middlefield Road.

Based on the PQOS map, the following streets in the project vicinity have a PQOS greater than 2:

- Terra Bella Avenue (PQOS 3)
- Linda Vista Avenue (north of San Ardo Way) (PQOS 3)

- Linda Vista Avenue (south of San Ardo Way (PQOS 5)
- San Rafael Avenue (PQOS 4)
- Middlefield Road (between Shoreline Boulevard and Moffett Boulevard) (PQOS 4&5)
- Shoreline Boulevard (north of Middlefield Road (PQOS 5)



Source: Hexagon Transportation Consultants, Inc., August 26, 2022.

EXISTING BICYCLE FACILITIES

FIGURE 4.17-2

4.17.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?	☐	☐	☒	☐
2) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
4) Result in inadequate emergency access?	☐	☐	☒	☐
<hr/>				
Impact TRN-1:	The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities. (Less than Significant Impact)			

Roadway Network

2030 General Plan Action Item MOB 8.1.3

Compared to existing conditions, the project is estimated to generate 996 net new daily vehicle trips, with 68 trips during the AM peak hour, and 98 trips during the PM peak hour. While a project's effect on automobile delay is no longer considered an impact under CEQA, local jurisdictions have roadway LOS standards. Per 2030 General Plan Action Item MOB 8.1.3, the City's interim standard for signalized intersections is LOS D. The City does not have an adopted level of service standard for unsignalized intersections; however, the City strives to maintain LOS D for unsignalized intersections. As discussed in more detail in Appendix K, the results of the LOS analysis conducted for the project show that one signalized intersection (Shoreline Boulevard and US 101 northbound offramp/La Avenida Street) would have a substandard LOS F with or without the project being constructed, and one unsignalized intersection (Linda Vista Avenue and Middlefield Road) would have its LOS degrade from LOS D to LOS E during the PM peak hour under project conditions. Although the signalized intersection (Shoreline Boulevard and US 101 northbound offramp/La Avenida Street) would have a substandard LOS in the future, the increase in average critical delay would not be greater than four seconds, therefore, no adverse effect would be caused by the project. In addition, the residential development proposes to implement a TDM plan, which is estimated to reduce the residential vehicle trips by 15 percent. With the implementation of a TDM plan, the PM peak hour would no longer degrade to LOS E and would not have an adverse effect on traffic operations at this intersection. Furthermore, the unsignalized intersection does not have volume of at least 100 vehicles per hour, it does not warrant installation of a traffic signal. The project is consistent with General Plan Action Item MOB 8.1.3. **(Less than Significant Impact)**

Transit Facilities

As described in Section 4.17.1.2 Existing Conditions, the project site is currently served by transit routes with existing bus stops proximate to the site that facilitate travel to the MVTC (which provides access to Caltrain and VTA light rail service) and nearby employment centers. The project-specific TA estimated that the addition of project residents could result in a slight increase in transit use that would equate to approximately two to three new transit riders during AM and PM peak hours. That projected increase would be minimal and existing transit services would be able to accommodate the additional riders. The City identified Shoreline Boulevard bus lane and utility improvements in the Shoreline Boulevard Transportation Corridor Study that would construct several improvements at the intersection of Terra Bella Avenue and North Shoreline Boulevard, including four new bus stops and dedicated bus lanes in with direction. Implementation of the project would not interfere with these planned improvements. Based on this discussion, the project would not conflict with a program, plan, ordinance or policy addressing transit. **(Less than Significant Impact)**

Bicycle Facilities

As described in Section 4.17.1.2 Existing Conditions, existing bicycle facilities near the project site are limited to Class II striped bike lanes on North Shoreline Boulevard and lanes that are available part-time on Middlefield Road. Shoreline Boulevard, Middlefield Road, and Moffett Boulevard have a BLTS score of 3 or more, and the project would add bicyclist demand to these roadways. The City's 2015 BTP proposes Class IV cycle tracks along Shoreline Boulevard and Moffett Boulevard and a Class II full time bike lane along Middlefield Road. In addition, the City's Shoreline Boulevard Bus Lane and Utility Improvements project, currently in implementation, would upgrade the bicycle facilities along Shoreline Boulevard, between US 101 and Montecito Avenue with protected bike lanes. These planned improvements by the City of Mountain View would increase bicyclist comfort and safety while improving the BLTS and are consistent with the guidelines described in the City's Comprehensive Modal Plan. The North Bayshore Precise Plan also identified a new Bicycle and Pedestrian Overcrossing that would provide a dedicated overcrossing to bicyclists and pedestrians. Implementation of the project would not interfere with any of these identified improvements or result in the need for additional improvements.

The residential portion of the project proposes a total of 108 long-term bicycle parking spaces located in a secure storage room on the ground floor of the residential building and 12 short-term bicycle parking spaces on racks outside of the building adjacent to Terra Bella Avenue. The storage facility portion of the project would provide short-term bicycle parking spaces on racks outside of the rental office. The amount of provided bicycle parking spaces would comply with City requirements. For these reasons, the project would not conflict with any programs, plans, ordinances, or policies addressing bicycle facilities. **(Less than Significant Impact)**

Pedestrian Facilities

As discussed in Section 4.17.1.2 Existing Conditions, pedestrian facilities in immediate site vicinity include continuous sidewalks on both sides of all surrounding streets, including Terra Bella Avenue, Linda Vista Avenue, and San Rafael Avenue. In addition, there are crosswalks and pedestrian signal heads at all signalized intersections surrounding the project site, with the exception of several corners of the Shoreline Boulevard and Terra Bella Avenue intersection. Based on the City's PQOS map, Terra Bella Avenue, San Rafael Avenue, Linda Vista Avenue, and Middlefield Road and Shoreline Boulevard have a PQOS score of 3 or more, and the project would add pedestrian demand to these roadways. However, as discussed in Section 3.0, the project would reconstruct and widen the project frontages on Terra Bella Avenue, Linda Vista Avenue, and San Rafael Avenue to include planter strips and new streetlights to create a more walkable pedestrian space adjacent to the project site. Crosswalks would be striped at all four sides of the intersection of Terra Bella Avenue and San Rafael Avenue, and curb ramps would be reconstructed at the intersection as necessary. These improvements would increase pedestrian comfort and safety while improving the pedestrian quality of service and be consistent with the City's Comprehensive Modal Plan and General Policy LUD 8.5 by ensuring that roadway improvements address the needs of pedestrians. For these reasons, the project would not conflict with a program, plan, ordinance, or policy addressing the pedestrian circulation system. **(Less than Significant Impact)**

Impact TRN-2:	The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). (Less than Significant Impact)
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As discussed in Section 4.17.1.1 and Impact TRN-1, the City's VMT policy includes screening criteria for projects which are presumed to have a less than significant transportation impact. The project would construct 108, 100 percent affordable residential units (excluding manager's units) and two storage facility buildings totaling of 408,964 square feet. Under the City's VMT policy, projects with 100 percent affordable housing are presumed to result in less than significant transportation impacts. Therefore, the residential portion of the project would not be required to complete a detailed VMT analysis.

The City's VMT policy does not provide any specific screening criteria for storage facility projects; however, the City has a methodology for evaluating the VMT of this type of use, which assumes that demand for storage facilities is constant, and the addition of a new (or redeveloping) self-storage site would redistribute existing personal storage-based trips within the City instead of creating new trips. If the project trip length is less than the average personal storage trip length for this type of use, then the project is considered to have a less than significant VMT impact.

There are 13 personal storage facilities in the City and, are on average, 2.1 miles to the City's geographic center. The proposed storage facility would be approximately 1.4 miles to the City's geographic center. Therefore, it is concluded that the proposed project would reduce the average distance traveled for this type of development and would result in a less than significant VMT impact.

Based on the discussion above, the project would comply with the City's VMT policy, consistent with the requirements of CEQA Guidelines Section 15064.3, subdivision (b). **(Less than Significant Impact)**

Impact TRN-3: The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). **(Less than Significant Impact)**

Site Access

The driveway to the residential parking garage on Terra Bella Avenue would be approximately 22 feet wide, and the driveway on San Rafael Avenue would be approximately 20 feet wide. Both driveway widths meet the required width of 18 feet for a two-way driveway, as described in the City of Mountain View's Zoning Ordinance. To ensure adequate sight distance for vehicles entering and exiting the residential driveways, it is recommended that 25 feet of red curb be painted on both sides of the driveways along Terra Bella Avenue and San Rafael Avenue to prohibit on-street parking. Both driveways to the storage facility buildings would be 26 feet wide, which would meet the requirement of 18 feet for two-way driveways. To ensure adequate sight distance for vehicles entering and exiting the two driveways, it is recommended that the entire cul-de-sac on Linda Vista Avenue be painted with red curb and that the western half of the San Rafael Avenue cul-de-sac be painted with red curb.

Conditions of Approval

COA TRN-3.1: The project would implement the following measures:

- Paint 25 feet of red curb on both sides of the driveways along Terra Bella Avenue and San Rafael Avenue to prohibit street parking
- Paint the cul-de-sac on Linda Vista Avenue and the western half of the San Rafael Avenue cul-de-sac with red curb

Implementing these conditions of approval would increase the level of visibility that motorists would have while approaching or exiting the driveway, which would limit conflicts vehicles, pedestrians, and bicyclists.

Based on the number of projected trips generated by both portions of the project and the relatively low traffic volume on surrounding streets, significant operational issues related to vehicle queueing and vehicle delay are not expected to occur at any of the four driveways on-site. The driveways would operate acceptably and not introduce any significant hazards.⁹¹ In addition, the project would not construct any geometric design changes to the existing streets surrounding the site.

Intersection Queuing

The project would add additional turning vehicles at the intersection of Shoreline Boulevard and Terra Bella Avenue and contribute to the insufficient storage for the southbound left-turn movement during the AM peak hour. However, the proposed residential TDM plan is estimated to reduce the residential vehicle trips by 15 percent. With this reduction, the project is estimated to add 10 vehicles during the AM peak hour to the southbound left-turn movement and would not extend the 95th percentile AM peak hour queue under background conditions and would not have a noticeable effect on traffic operations at this intersection or cause unsafe traffic conditions.

⁹¹ Hexagon Transportation Consultants, Inc. *1020-1040 Terra Bella Avenue Transportation Analysis*. November 22, 2022. Pages 33 to 39.

Land Use Compatibility

Although the development surrounding the project site consists primarily of office and industrial uses, there are already storage facilities on-site and there are residential land uses approximately 700 feet south of the project site. Furthermore, as discussed in Section 4.3 Air Quality and Section 4.13 Noise, there is a residential development project west of the project site that is under construction. The project, therefore, does not propose a use that is incompatible with the existing mix of uses in the project area or propose a use that would bring unusual equipment on the roadways (e.g., farm equipment). For this reason, the project would not result in a significant impact due to incompatible uses. **(Less than Significant Impact)**

Impact TRN-4:	The project would not result in inadequate emergency access. (Less than Significant Impact)
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Access to the project site for emergency vehicles would be provided via the new two-way driveways. The project site would be reviewed by the MVFD and be required to meet the standards set forth by the City's fire code to ensure the project includes the appropriate fire building safety design features and adequate emergency access. As a result, the project would not result in inadequate emergency access. **(Less than Significant Impact)**

4.18 TRIBAL CULTURAL RESOURCES

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

State

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a TCR, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a TCR or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
 - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
 - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

4.18.1.2 *Existing Conditions*

As discussed in Section 4.5 Cultural Resources, based on a site-specific records search and literature review, there are no known archaeological sites on-site. However, the record search found a single Native American resource within one-half mile of the project site, which was located approximately 0.4-mile east of the site. The NAHC was contacted on May 18, 2022, per AB 52, to initiate tribal consultation and a Sacred Lands File search. On June 27, 2022, the NAHC responded and determined the results of the search were positive, and provided a list of nine Native American organizations to reach out to for additional information. These organizations were contacted on July 8, 2022 and the AB 52 30-day consultation window ended on August 7, 2022. No responses to initiate tribal consultation have been received to date.

4.18.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☒	☐	☐
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Impact TCR-1: The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). **(Less than Significant Impact with Mitigation Incorporated)**

The project site does not contain any known TCRs. As discussed in Section 4.18.1.2, the City contacted the nine tribes identified by the NAHC to invite them to initiate tribal consultation with the City, pursuant to AB 52, and no responses have been received to date.

The project would implement mitigation measure MM CUL-2.1, identified in Section 4.5 Cultural Resources, to reduce the potential for adverse impacts to buried cultural resources (including TCRs) to a less than significant level. The mitigation measure would provide cultural sensitivity training to educate all contractors on types of artifacts and features that may be encountered and what to do if those items are encountered. In addition, the project would implement the City standard condition of approval (COA CUL-2.1) identified in Section 4.5 Cultural Resources that would ensure that any objects encountered during ground-disturbing activities are appropriately evaluated for cultural significance and protected if significant, and if human remains are found, determine if the remains are Native American. Based on this discussion, the project would not cause a substantial adverse change in the significance of a TCRs. **(Less than Significant Impact with Mitigation Incorporated)**

Impact TCR-2: The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. **(Less than Significant Impact with Mitigation Incorporated)**

Please refer to the discussion under Impact TCR-1 above. **(Less than Significant Impact with Mitigation Incorporated)**

4.19 UTILITIES AND SERVICE SYSTEMS

The following discussion is based on a Utility Impact Study completed by Schaaf & Wheeler dated October 21, 2022. This Utility Impact Study is included as Appendix M of this Initial Study.

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

State

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The City of Mountain View adopted its most recent UWMP in June 2021.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Senate Bill 610

SB 610 amended state law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 requires preparation of a WSA containing detailed information regarding water availability to be provided to the decision-makers prior to approval of specified large development projects that also require a General Plan Amendment. This WSA must be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects. Under SB 610, WSAs must be furnished to local governments for inclusion in any environmental documentation for certain projects subject to CEQA.

Pursuant to the California Water Code (Section 10912[a]), projects that require a WSA include any of the following:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects identified in this list; or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025. CalRecycle released an analysis titled “Analysis of the Progress Toward the SB 1383 Organic Waste Reduction Goals” in August of 2020, which recommended maintaining the disposal reduction targets set forth in SB 1383.⁹²

California Green Building Standards Code

CALGreen establishes mandatory green building standards for all buildings in California. CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and indoor environmental quality. These standards include the following mandatory set of measures, as well as more rigorous voluntary guidelines, for new construction projects to achieve specific green building performance levels:

- Reducing indoor water use by 20 percent;
- Reducing wastewater by 20 percent;
- Recycling and/or salvaging 65 percent of nonhazardous construction and demolition debris; and
- Providing readily accessible areas for recycling by occupants.

⁹² CalRecycle. “Analysis of the Progress Toward the SB 1383 Organic Waste Reduction Goals.” August 18, 2020. [https://www2.calrecycle.ca.gov/Publications/Details/1693#:~:text=Analysis%20of%20the%20Progress%20Toward,\(DRRR%2D2020%2D1693\)&text=SB%201383%20establishes%20targets%20to,75%20percent%20reduction%20by%202025](https://www2.calrecycle.ca.gov/Publications/Details/1693#:~:text=Analysis%20of%20the%20Progress%20Toward,(DRRR%2D2020%2D1693)&text=SB%201383%20establishes%20targets%20to,75%20percent%20reduction%20by%202025).

Local

Mountain View 2030 General Plan

The General Plan contains goals and policies to avoid significant impacts due to utilities impacts. The following goals and policies are applicable to the proposed project.

Policy	Description
Infrastructure and Conservation	
INC 1.3	Utilities for new development. Ensure adequate utility service levels before approving new development.
INC 1.4	Existing capital facilities. Maintain and enhance existing capital facilities in conjunction with capital expansion.
INC 4.1	Water supply. Maintain a reliable water supply.
INC 5.2	Citywide water conservation. Reduce water waste and implement water conservation and efficiency measures throughout the city.
INC 8.2	National Pollutant Discharge Elimination System Permit. Comply with requirements in the Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit (MRP).
INC 8.4	Runoff pollution prevention. Reduce the amount of stormwater runoff and stormwater pollution entering creeks, water channels and the San Francisco Bay through participation in the Santa Clara Valley Urban Runoff Pollution Prevention Program.
INC 8.5	Site-specific stormwater treatment. Require post-construction stormwater treatment controls consistent with MRP requirements for both new development and redevelopment projects.
INC 8.7	Stormwater quality. Improve the water quality of stormwater and reduce flow quantities.
INC 11.1	Waste diversion and reduction. Meet or exceed all federal, state and local laws and regulations concerning solid waste diversion and implementation of recycling and source reduction programs.
INC 11.2	Recycling. Maintain and expand recycling programs.
INC 11.4	Solid waste. Ensure all municipal solid waste generated within the city is collected, transported and disposed of in a manner that protects public health and safety.
Public Safety	
PSA 3.5	Peak water supply. Ensure sufficient peak-load water supply to address fire and emergency response needs when approving new development.

Mountain View Mandatory Organic Waste Disposal Reduction Ordinance

Consistent with SB 1383, City Council adopted the Mandatory Organic Waste Disposal Reduction Ordinance (City Code Chapter 16 Article IV) mandating organic waste disposal reduction. The ordinance requires all residents and businesses to separate organics out of the trash.⁹³

4.19.1.2 Existing Conditions

Water Supply and Demand

The City of Mountain View provides water service to the project site. The City is the water retailer for the area and purchases water from two wholesale water suppliers, the SFPUC and Valley Water. In 2020, the City's water supply production was 84 percent SFPUC, 10 percent Valley Water, two percent groundwater, and four percent recycled water. As of 2020, the City's existing water supply is 10,456 acre-feet per year (AFY) and the City's water demand is 9,856 AFY.⁹⁴ When accounting for recent updates to the plumbing code, the UWMP has a projected citywide water demand of 12,058 AFY in 2025 and 14,163 AFY in 2045.⁹⁵

The project site is currently developed with 18 storage facility buildings (including an on-site rental office) and one dilapidated, uninhabitable residence. These land uses combined have an estimated water demand of approximately 3,980 gallons per day (gpd). Water is supplied to the project site by existing 12-inch water mains in Terra Bella Avenue and San Rafael Avenue and an eight-inch water main in Linda Vista Avenue.

Water System

Water Storage

The State Water Resources Control Board Division of Drinking Water (DDW) requires cities to store enough water to meet eight hours of Maximum Day Demand (MDD) in addition to four hours of fire flow volume. In order to meet DDW requirements for existing development in the City, the City must have storage capacity for 13.67 million gallons (mg) of water. The City's maximum water storage capacity is approximately 17 mg; however, the City currently operates with only the operational active storage of 14.3 mg which provides sufficient storage capacity for current needs.

Hydraulic Conveyance

The water system must meet minimum allowable pressure levels under two scenarios, Maximum Day Demand with Fire Flow (MDD+FF) and Peak Hour Demand (PHD). The minimum allowable pressure for the PHD scenario is 40 pound-force per square inch (psi) and the minimum allowable pressure for the MDD+FF scenario is 20 psi. Mountain View is split into three different pressure zones, and the project site is located in Pressure Zone 1. Under existing conditions, the pressure citywide (i.e., in all three pressure zones) under the PHD scenario meets the performance criteria of 40 psi.

⁹³ City of Mountain View. "Food Scraps Composting Program." Accessed September 1, 2022. https://www.mountainview.gov/depts/pw/recycling_and_zero_waste/includefood/default.asp.

⁹⁴ City of Mountain View. *2020 Urban Water Management Plan*. June 2021. P. 34.

⁹⁵ Ibid. P. 18.

Fire Flow

Based on existing conditions, the fire flow rate required for the project site is approximately 3,500 gallons per minute (gpm). This demand is adequately served by the existing fire flow nodes in the area, which can provide maximum flow rates ranging from 3,747 gpm to 6,761 gpm. There are several nodes within Pressure Zone 1 with existing deficiencies that do not meet the required flow rate; however, these are not near the project site.

Wastewater Treatment and Sanitary Sewer System

Wastewater Treatment

The City of Mountain View maintains its own wastewater collection system. Sanitary drains in the City are operated and maintained by the Wastewater Section of the Public Works Department. The City pumps its wastewater to the Palo Alto Regional Water Quality Control Plant (PARWQCP) for treatment. The PARWQCP has an overall 40 million gallons per day (mgd) average annual treatment capacity. The City has an average annual flow treatment allocation of 15.1 mgd at the PARWQCP. In 2020, approximately 6.9 mgd of wastewater from Mountain View was collected and treated by the PARWQCP.⁹⁶

Sanitary Sewer System

The existing buildings on-site are estimated to generate approximately 353,320 gallons of wastewater per year, or 968 gpd. The project site is served by an eight-inch sewer main in Linda Vista Avenue and a 15-inch sewer main in Terra Bella Avenue.

The performance criteria of the sanitary sewer system is calculated by dividing the maximum flow depth of the sewage by the diameter of the pipe (d/D). Based on the City's standard design guidelines, for pipes with a diameter equal to or less than 12 inches, a d/D performance criteria ratio of 0.50 or less is considered adequate, and any ratio higher than that would be considered deficient. Pipes with a diameter greater than 12 inches would have to meet a d/D performance criteria ratio of 0.75 or lower to be considered adequate, and any ratio higher than that would be considered deficient.

The sewer system meets the City's d/D performance criteria along the project flow path. There are no pipes along the flow path that are at risk of surcharging. The system meets d/D performance criteria in all pipes downstream of the project site.

Stormwater Drainage

The storm drainage system that serves the project site is owned and maintained by the City of Mountain View. The project site is currently developed with 18 storage facility buildings and one dilapidated, uninhabitable residence, surface parking lots, and landscaping. The current project site consists of approximately 4.54 acres (or 95 percent) of impervious area, including the rooftops of the existing buildings and surface parking areas. The remaining 0.26 acre (or five percent) of the site consists of pervious area, which is comprised of landscaping and other permeable surfaces. Stormwater runoff from the project site is collected by a municipal storm drain system consisting of storm drain inlets,

⁹⁶ Ibid. P. 31.

conveyance pipes, culverts, channels and retention basins operated by the City of Mountain View Public Works Department. Drainage into the City system generally flows north towards the San Francisco Bay. The project site is served by an existing 21-inch storm sewer line in Terra Bella Avenue, 15-inch storm sewer line in Linda Vista Avenue, and 18-inch storm sewer line in San Rafael Avenue.

Solid Waste

Solid waste collection and recycling services for residents and businesses in Mountain View are provided by Recology Mountain View. Once collected, solid waste and recyclables are transported to the SMaRT Station® in Sunnyvale for sorting, and commercial compostable are transported to a composting facility in Vernalis, California. Non-recyclable waste is transported and landfilled at Kirby Canyon Sanitary Landfill in south San José. Kirby Canyon Landfill has an estimated remaining capacity of approximately 14.6 million tons, and a closing date of approximately January 1, 2071.⁹⁷

It is estimated that the uses on-site generate approximately 74.03 tons of solid waste per year.⁹⁸

Electric Power and Telecommunications Systems

The project site is served by existing phone and electrical services. Phone service is provided to the site by AT&T, and electrical service is provided by SVCE and delivered over PG&E's existing utility lines. The site is served by existing electrical vaults on the western border of the site and on northeastern border of the site, in addition to an electric main in Linda Vista Avenue.

4.19.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

⁹⁷ Azevedo, Becky. Technical Manager, Waste Management. Personal Communications. December 27, 2021.

⁹⁸ Illingworth & Rodkin, Inc. *Terra Bella Public Storage & Housing Project Air Quality & Greenhouse Gas Assessment*. November 15, 2022.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
3) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
4) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
5) Be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact UTL-1: The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. **(Less than Significant Impact)**

Water Supply and Demand

Water supply is analyzed cumulatively based on the buildout of the General Plan and implementation of recommended Capital Improvement Projects (CIPs). The Average Daily Demand (ADD) under future cumulative conditions (2030 General Plan buildout) is estimated to be approximately 18.01 mgd. According to the Utility Impact Study conducted for this project, the project demand for potable water on-site under future cumulative conditions would increase from approximately 5,370 to 35,438 gpd, which results in a net increase of 30,068 gpd (approximately 0.0299 mgd). The storage facility would make up 24,638 gpd (approximately 70 percent) of the water demand and the residential building would make up 10,800 gpd (approximately 30 percent) of the water demand. The project's net increase in water demand would account for 0.16 percent of the citywide ADD. This incremental increase in demand for water would not substantially impact the City's ability to meet total system demand. The post project demand under PHD would be 50.25 mgd and the total supply available to the City under PHD is projected to be 52.19 mgd, which is adequate to meet the demand from buildout of the General Plan and the project. For these reasons, no improvements to or expansion of existing water supply infrastructure is required to serve the proposed project. **(Less than Significant Impact)**

Water System

Water Storage

The proposed project's impact on the utility system for water storage was analyzed under cumulative conditions. The cumulative condition scenario incorporates the projected buildout under the 2030 General Plan and recommended CIPs. As discussed in Section 4.19.1.2, the City must maintain a

storage capacity of 13.67 mg of water. The City's maximum water storage capacity is approximately 17 mg; however, the City currently operates with only the operational active storage of 14.3 mg which provides sufficient storage capacity for current needs. Post-project, the citywide total for eight hours of MDD would remain the same at 13.67 mg. Since there is no increase in the DDW requirement, implementation of the project would not require any additional increases in storage capacity, as the City's infrastructure is capable of storing 14.3 mg. Therefore, the project would have a less than significant impact on water storage infrastructure. **(Less than Significant Impact)**

Hydraulic Conveyance

The proposed project's impact on the utility system for hydraulic conveyance was analyzed under existing conditions and cumulative conditions. The existing conditions scenario models the project's impact on the existing condition and configuration of the utility system. The cumulative condition scenario incorporates the projected 2030 General Plan buildout of the City, including the recommended CIPs and other recommended upgrades that have been previously identified. As discussed in Section 4.19.1.2, the water system must meet minimum allowable pressure levels under two scenarios, MDD+FF and PHD. The minimum allowable pressure for the PHD scenario is 40 psi and the minimum allowable pressure for the MDD+FF scenario is 20 psi.

Under existing conditions, the performance criteria under the PHD scenario is met system-wide in both the pre- and post-project scenarios. Under future cumulative conditions, the analysis in the Utility Impact Study found that the system would continue to maintain an adequate pressure level with the exception of several nodes by Shoreline Golf Links that are just under the performance criteria of 40 psi, but not below 37 psi; however, no new deficiencies result from the project. The analysis in the Utility Impact Study found that despite this slight shortfall in performance criteria in both pre- and post-project scenarios, the system would still maintain adequate pressures.⁹⁹

Based on this analysis, the project would have a less than significant impact on pressure levels within the system. **(Less than Significant Impact)**

Fire Flow

The proposed project's impact on the utility system for fire flow was analyzed under existing conditions and cumulative conditions. The existing conditions scenario models the project's impact on the existing condition and configuration of the utility system. The cumulative condition scenario incorporates the projected 2030 General Plan buildout of the City, including the recommended CIPs and other recommended upgrades that have been previously identified.

Under existing conditions, the planning-level required flow rate is 3,500 gpm in both pre- and post-project scenarios. Based on the analysis in the Utility Impact Study, the hydrant locations at the project site would continue to maintain adequate fire flow under existing conditions in both pre- and post-project scenarios. Post-project, the available flow rate from these hydrants would decrease slightly to provide a flow rate ranging from 3,736 gpm to 6,712 gpm, which would continue to meet the required rate of 3,500 gpm. As discussed in Section 4.19.1.2, there are several nodes within Pressure Zone 1 with existing deficiencies that do not meet the required flow rate; however, these are not near the

⁹⁹ Schaaf & Wheeler. *1020 and 1040 Terra Bella & 1055 San Leandro Avenue Utility Impact Study*. October 21, 2022. Page 3-5.

project site. Implementation of the project would result in a slight decrease in available fire flow at these deficient nodes; however, the decrease would be less than one percent and is not considered significant.¹⁰⁰

Under future cumulative conditions, the required planning-level fire flow rate would be 3,500 gpm for both pre- and post-project scenarios. Based on the analysis in the Utility Impact Study, two of the three hydrant locations at the project site provide an adequate fire flow rate and one is considered deficient as its pre-project available flow is limited to 3,330 gpm, which is below the required flow rate of 3,500 gpm. Implementation of the project would result in an incremental increase in this existing deficiency, as the post-project available flow rate would decrease to 3,319 gpm. The increase in water demand would result in less than a one percent decrease in available fire flow at the nearest deficient nodes; therefore, the impact is not considered significant. In addition, although the fire flow rate at this hydrant would not meet the required planning level flow rate of 3,500, the project would install fire sprinklers in all three buildings which would be consistent with California Fire Code (CFC) Section B105.2. The installation of these automatic fire sprinklers in each building would reduce the project-specific fire flow rate requirement to 1,500 gpm, which would be met by all three fire hydrants at the project site.¹⁰¹ Based on this discussion, the project would have a less than significant impact on required fire flow rates at the project site. **(Less than Significant Impact)**

Sanitary Sewer Infrastructure

The project site is served by an eight-inch sewer main in Linda Vista Avenue and a 15-inch sewer main in Terra Bella Avenue. The residential portion of the proposed project would construct new domestic sanitary sewer lateral connections to the existing sanitary sewer main in Terra Bella Avenue. The storage facility portion of the project would construct new sanitary sewer lateral connections to the existing sanitary sewer main in Linda Vista Avenue. Under existing plus project conditions, the estimated sewer flow would be 26,579 gpd (18,479 for the storage facility and 8,100 gpd for the residential building), which is an increase of 25,611 gpd compared to the existing sewer flow on-site of 968 gpd. The storage facility would make up 18,479 gpd (approximately 69.5 percent) of the sewer flow and the residential building would make up 8,100 gpd (approximately 30.5 percent) of the sewer flow.

Existing Plus Project Impacts

Under existing conditions, the sewer system would meet the City's d/D performance criteria along the project flow path in both pre- and post-project scenarios. There would be no pipes with deficiencies downstream of the project site under either scenario.

Cumulative Plus Project Impacts

The future cumulative condition assumes that the CIPs recommended as part of the 2030 General Plan Update Utility Impact Study (GPUUIS) are constructed. Four of the recommended CIPs from the GPUUIS are located downstream of the project site. The model also accounts for the buildout of the 2030 General Plan and other additional projects that are currently under review, under construction, approved, or recently completed as of June 2022.

¹⁰⁰ Ibid. Page 3-4.

¹⁰¹ Ibid. Page 2.2.

Under these future cumulative conditions, the sewer system downstream of the project site would meet the City's d/D performance criteria along the project flow path in both pre- and post-project scenarios. There would be no new deficiencies downstream of the project site due to the projects incremental increase in sewer flow under either scenario.

City policy requires that a project's contribution to recommended CIPs be calculated to determine the fair share fee required from developers to assist in the implementation of the CIP. The City has determined that contributions of less than one percent fall within the margin of error for variability within the model. Therefore, only projects that contribute more than one percent would be responsible for the fair share fee associated with the CIP. Of the four GPUUIS recommended CIPs downstream of the project site, the storage facility would result in a contribution of more than one percent to CIP #P-100 at 13 pipe segments, ranging from 1.04 to 1.07 percent. The residential building would result in a contribution under one percent to CIP #P-100, ranging from 0.38 to 0.47 percent. The storage facility applicant would be required to pay the appropriate fair share fee prior to redevelopment of the project site given the storage facility's contribution of more than one percent. The fees would be used by the City to fund the identified CIP and reduce the project's impact to the sanitary sewer system to a less than significant level. The Future CIPs required within the City would be subject to a separate project specific environmental review at the time the design and construction details of the CIPs are known. Mitigation measures for construction-related impacts (such as the ones discussed in this Initial Study) typically reduce construction-related impacts to a less than significant level. **(Less than Significant Impact)**

Stormwater Drainage Infrastructure

The project site is currently comprised of 4.54 acres (or approximately 95 percent) of impervious area, and 0.26 acre (or approximately five percent) of pervious area. The proposed project would reduce the amount of impervious surface to 3.89 acres (or 81 percent). The project would replace portions of the project site that are currently impervious with improvements such as bioretention areas, landscaping, and rain gardens. These improvements would result in a reduction of impervious surface would result in a corresponding decrease the amount of runoff from the project site. Runoff from the project site currently flows into an existing 21-inch storm drain line in Terra Bella Avenue, 15-inch storm drain line in Linda Vista Avenue, and 18-inch storm drain line in San Rafael Avenue.

Both the residential and storage facility portions of the project would construct new storm drain inlets on-site and make lateral connections to the existing storm drain lines in Terra Bella Avenue, Linda Vista Avenue, and San Rafael Avenue. The storm drain improvements needed in order to convey stormwater to the existing storm drain lines would require trenching during construction. Construction related impacts from trenching for the storm drain improvements would be less than significant. **(Less than Significant Impact)**

Electric Power and Telecommunications Facilities

Existing electricity and telecommunications utility infrastructure currently serve the project site and would continue to serve the site under the proposed project. The project would be 100 percent electric and no new natural gas connections are proposed. Electric lines for the residential portion of the project would connect to an existing electrical vault on San Rafael Avenue northeast of the proposed building,

and overhead electricity lines along the project frontage on Terra Bella Avenue would remain in place. The storage facility portion of the project would install electric lines and transformers on-site to connect to the existing electric main in Linda Vista Avenue. The work would be completed within the boundaries of the project area, limiting the impact on the public right-of-way. Construction-related impacts from these improvements are less than significant. **(Less than Significant Impact)**

Impact UTL-2:	The project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. (Less than Significant Impact)
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The current water demand at the project site is estimated to be approximately 5,370 gpd based on the existing land uses and densities. That demand would increase by 30,068 net gpd for a total of 35,438 gpd after the project is completed. The proposed residential building would achieve GreenPoint Rated Gold certification level, in part, by installing drought tolerant landscaping with high-efficiency irrigation and water efficient interior fixtures to further reduce the demand for water on-site. The storage facility buildings would have a limited number of water fixtures given the use of the buildings; however, the two buildings would also install water efficient interior fixtures and high-efficiency irrigation for the drought tolerant landscaping around the perimeter of the site.

As of 2020, the City's existing water supply is 10,456 acre-feet per year (AFY) and the City's water demand is 9,856 AFY.¹⁰² The project's estimated net increase in water demand compared to existing conditions of 30,068 gpd (approximately 33.7 AFY) would account for approximately 0.3 percent of the overall water supply in the city. The project would result in an incremental increase in demand for water in the city; however, Mountain View would maintain sufficient supply to accommodate the small increase in demand during normal years. As discussed in Section 4.19.1.2, the City's 2020 UWMP found that the City had adequate water supplies to meet demand through 2045 in normal years, with potential shortfalls up to 20 percent due to cuts in supply from SFPUC in dry years.¹⁰³

To maintain adequate water supply during dry and multiple dry years where there may be shortfalls in supply, the City would institute mandatory conservation measures, with escalating levels of conservation requirements as the shortages in water supply increase. These measures include limiting outdoor water use, encouraging further conservation through outreach programs, and requiring the rapid repair of leaks. The entire City, including the proposed project, would be subject to these measures during dry and multiple dry years. Compliance with mandatory conservation measures in the City would ensure that sufficient water supply is maintained in normal, dry, and multiple dry years. **(Less than Significant Impact)**

¹⁰² City of Mountain View. *2020 Urban Water Management Plan*. June 2021. Page 34.

¹⁰³ Ibid. Page ES-7.

Impact UTL-3: The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. **(Less than Significant Impact)**

Existing Plus Project Impacts

As discussed in Section 4.19.1.2, the PARWQCP treats wastewater from the City and has an overall average annual treatment capacity of 40 mgd. The City has an average annual flow treatment allocation of 15.1 mgd at the PARWQCP. In 2020, approximately 6.9 mgd of wastewater from Mountain View was sent to the PARWQCP for treatment.¹⁰⁴ This results in an available capacity of approximately 8.2 mgd of available treatment capacity for the City at the PARWQCP. As discussed under Impact UTL-1, the project would generate approximately 25,611 gpd (0.026 mgd) more than the current development on-site under existing conditions. Based on this information, the PARWQCP would have adequate capacity to treat the existing demand in addition to the increase in wastewater resulting from the proposed project. **(Less than Significant Impact)**

Cumulative Plus Project Impacts

Under future cumulative conditions, it is estimated that the City would generate approximately 14.15 mgd of wastewater in the pre-project scenario, which would account for approximately 93.7 percent of the capacity available to the City at the PARWQCP. In the post-project scenario, that total would increase to 14.176 mgd (approximately 93.88 of the capacity available to the City), which is an increase of approximately 0.026 mgd contributed by the project. Under the Basic Agreement between the City, Palo Alto, and Los Altos, an engineering study to redefine the anticipated future needs of the treatment plant is required once each respective service area reaches 80 percent of their contractual capacity rights. Based on this agreement, the City would be required to conduct this engineering study once the average annual flow to the PARWQCP increases to 12.08 mgd during the buildout of the General Plan. Any recommendations regarding physical improvements to the PARWQCP resulting from this engineering study would be subject to separate environmental review. Although the project would contribute to the increased generation of wastewater associated with the buildout of the General Plan, it would only account for less than a quarter of one percent of the overall capacity need in the City. Based on this discussion, the project's contribution would be considered less than significant. **(Less than Significant Impact)**

Impact UTL-4: The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. **(Less than Significant Impact)**

In compliance with CALGreen requirements, the project would be required to recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition debris resulting from construction activities. The proposed project would limit the amount of operational waste disposed of through the provision of on-site recycling collection, as required by AB 341.

¹⁰⁴ Ibid. Page 31.

As discussed in Section 4.19.1.2, the existing improvements on-site produce approximately 74.03 tons of solid waste per year. Once operational, the project would generate an additional 360.53 tons of solid waste compared to existing conditions, for an annual total of approximately 434.56 tons. Solid waste generated by the project would be sorted at the SMaRT Station® in Sunnyvale, and any non-recyclable waste would be transported to Kirby Canyon Landfill, which has an estimated remaining capacity of approximately 14.6 million tons and a closing date of approximately January 1, 2071. Based on the remaining capacity at Kirby Canyon Landfill and the estimated amount of waste generated by the project, the landfill would have sufficient capacity to serve the project.

Because the project can be served by a landfill with capacity and would be required to comply with existing local and state programs and regulations, the project's impacts related to solid waste and landfill capacity and attainment of solid reduction goals would be less than significant. **(Less than Significant Impact)**

Impact UTL-5:	The project would be compliant with federal, state, or local management and reduction statutes and regulations related to solid waste. (Less than Significant Impact)
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As discussed under Impact UTL-4, the proposed project would comply with state and local regulations related to solid waste reduction. The project would comply with CALGreen standards for construction waste recycling and divert at least 65 percent of construction waste resulting from construction activities on-site. The proposed project would comply with AB 341 by utilizing the City's garbage service, which commercially sorts recyclable material at the SMaRT Station®. In addition, the residential portion of the project would comply with SB 1383 and City Code by offering compost bins in the on-site trash collection rooms that residents could utilize to dispose of their organic waste (i.e., food scraps). Furthermore, solid waste from the project site would be disposed of at the Kirby Canyon Landfill in San José, as discussed under Impact UTL-4. The project would not result in a substantial increase in waste landfilled at Kirby Canyon, nor would it be served by a landfill without sufficient capacity. In compliance with the City Code and General Plan policies, the project would not conflict with state and federal solid waste regulations and statutes. **(Less than Significant Impact)**

4.20 WILDFIRE

4.20.1 Environmental Setting

4.20.1.1 *Existing Conditions*

The proposed project site is in an urban area surrounded by existing development. The site is not located within an identified Very High Fire Hazard Severity Zone in a State Responsibility Area (SRA) or a Local Responsibility (LRA).^{105,106} The project site is not located near wildlands that could present a fire hazard.

4.20.2 Impact Discussion

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

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. **(No Impact)**

¹⁰⁵ California Department of Forestry and Fire Protection. *Santa Clara County Fire Hazard Safety Zone Map – State Responsibility Area*. November 2007.

¹⁰⁶ California Department of Forestry and Fire Protection. *Santa Clara County Fire Hazard Safety Zone Map – Local Responsibility Area*. October 2008.

4.21

MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
2) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Impact MFS-1: The project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. **(Less than Significant Impact with Mitigation Incorporated)**

As discussed in Section 4.0 of this Initial Study, the proposed project would not degrade the quality of the environment with implementation of City standard conditions of approval and the identified mitigation measures. As discussed in Section 4.4 Biological Resources, the project would not impact sensitive habitats or special-status species. The project would implement City standard condition of approval COA BIO-1.1 to reduce impacts to nesting birds to a less than significant level. As discussed in Sections 4.5 Cultural Resources and 4.18 Tribal Cultural Resources, there are no known pre-historic or historic cultural resources on-site. The project would implement mitigation measure MM CUL-2.1 and City standard condition of approval COA CUL-2.1 to reduce potential impacts to unknown resources (if encountered on-site during construction) to a less than significant level. **(Less than Significant with Mitigation Incorporated)**

Impact MFS-2:	The project does not have impacts that are individually limited, but cumulatively considerable. (Less than Significant Impact with Mitigation Incorporated)
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Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects “that are individually limited, but cumulatively considerable.” As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.”

As discussed in Sections 4.2, 4.12, and 4.20, the project would not impact agricultural or forestry resources, mineral resources, or wildfire. Therefore, the project would not contribute to a cumulative impact to these resources.

In general, an individual project’s impact on broader resources including air quality, energy, GHGs, and VMT are evaluated at a cumulative level. That is, if a project results in a significant impact to air quality (specifically criteria air pollutants), energy, GHGs, and VMT, the project would be considered to have a significant cumulative impact to those resources. As discussed in Sections 4.3, 4.6, 4.8, and 4.17, the project would not result in significant (individual and cumulative) impacts to those resource areas with the implementation of the identified City standard conditions of approval (COA AIR-1.1 and AIR-3.1) and mitigation measure (MM AIR-1.1). Cumulative health risk impacts are discussed in Section 4.3.2 and found to be less than significant with the implementation of City standard condition of approval COA AIR-1.1 and mitigation measure MM AIR-1.1. Cumulative utility impacts are discussed in Section 4.19.2 and found to be less than significant with the implementation of planned CIPs.

The project’s impacts to cultural resources and TCRs are specific to the site, and as discussed in Sections 4.5 and 4.18, implementation of mitigation measure MM CUL-2.1 and City standard condition of approval COA CUL-2.1 would reduce those impacts to a less than significant level.

The geographic area for cumulative aesthetic, cultural resources (including TCRs), geology and soils, hazards and hazardous materials, and noise impacts is generally the immediate vicinity of the project site because it would affect common resources and impacts would be limited to the immediate vicinity. In regard to cumulative aesthetic impacts, there are two cumulative projects in the immediate vicinity of the project: 1) a commercial office project located 1155 & 1185 Terra Bella Avenue that proposes to construct a 20,000 square foot office building and surface parking lot and 2) a mixed-use project located at 1001 North Shoreline Boulevard that would construct a seven-story, 203-unit apartment building, a seven-story, 100 condominium-unit building, and a six-level parking structure to accommodate the existing office building on-site. These cumulative projects would not result in a significant cumulative aesthetics impact because the cumulative projects are required to undergo the same DRC review process to ensure compliance with General Plan policies and City Code regulations regarding view preservation, minimization of light and glare, and neighborhood compatibility. Cumulative projects are subject to the same existing state, regional, and local regulations including the MBTA, Fish and Game Code, City Tree Preservation Ordinance, CBC, MRP provisions, PCB/ACM/LBP regulatory screening requirements, NPDES permit requirements, General Plan policies, and City Code regulations identified in Sections 4.4, 4.5, 4.7, 4.9, 4.10, and 4.18. Compliance

with these regulations, in addition to implementation of City standard conditions of approval (such as COAs, BIO-1.1, BIO-5.1, CUL-2.1, GEO-1.1, GEO-6.1, HAZ-2.1, HAZ-2.2, HYD-1.1) would ensure significant individual and cumulative biological resources, cultural resources (including TCRs), geology and soils, hazards and hazardous materials, hydrology and water quality, are reduced to a less than significant level. Cumulative noise impacts are discussed in Section 4.13.2 and found to be less than significant.

In addition, except for affordable housing projects, cumulative residential developments are required to pay park land dedication fees required by the City. Cumulative residential projects are also required to pay school impact fees in accordance with California Government Code Section 65996 and comply with General Plan Policy MOB 10.4, which would ensure adequate emergency response times. For these reasons, cumulative projects would not contribute to a cumulative significant recreation or public services impact.

Land uses in the City are regulated through the General Plan, Zoning Ordinance, and depending on the location of the site, the Moffett Federal Airfield CLUP. The project requires a General Plan amendment and rezoning to allow for construction of residential uses on-site. As discussed in Section 4.11, the project would comply with the Moffett Federal Airfield CLUP by implementing condition of approval COA HAZ-5.1 and notifying the FAA if any construction equipment on-site would exceed 146 feet in height.

As discussed in Section 4.14, the proposed project would result in up to 109 residential units (and approximately 256 new residents) that were not accounted for in the 2030 General Plan buildout. The project's number of residential units and estimated residents represents a 0.2 percent increase in population compared to the General Plan buildout. Given this incremental increase and the projected City growth, the project would not result in a significant cumulative population and housing impact.

As discussed in Section 4.19.2, a cumulative utility analysis was conducted to evaluate the potential impacts of the proposed project on the water and sanitary sewer system in the City. This cumulative analysis determined that the project would have a less than significant impact on the water and sanitary sewer system under future cumulative conditions. Future cumulative projects would be required to confirm sufficient water supply, wastewater treatment capacity, and solid waste disposal capacity. In addition, cumulative projects would detail the exact locations for all utility connections and utility plans as part of the design review process. Therefore, cumulative projects would not result in a significant cumulative utility and service impact.

Given the above considerations, the proposed project would not result in a cumulatively considerable contribution to a significant cumulative impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

Impact MFS-3:	The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. (Less than Significant Impact with Mitigation Incorporated)
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Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly.

Under this standard, a change to the physical environmental that might otherwise be minor must be treated as significant if it would cause substantial adverse effects to humans, either directly or indirectly. This factor relates to adverse changes to the environment of human beings generally, and not effects on particular individuals.

The potential for the proposed project to result in changes to the environment that could directly or indirectly affect human beings is evaluated in each section of this Initial Study using the CEQA Checklist. In particular, the resource areas that could directly affect human beings include air quality, geology and soils, hazards and hazardous materials, and noise. The potential project-related impacts discussed in Sections 4.3, 4.7, 4.9, 4.13 would all be reduced to a less than significant level with adherence to existing regulations and implementation of the identified mitigation measures (MM AIR-1.1 and NOI-2.1) and City standard conditions of approval (COAs AIR-1.1, AIR-1.2, AIR-5.1, GEO-1.1, HAZ-2.1, HAZ-2.2, NOI-1.1, NOI-1.2, NOI-2.1, and NOI-4.1). No other direct or indirect adverse effects of the project on human beings have been identified. **(Less than Significant Impact with Mitigation Incorporated)**

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

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SECTION 7.0 ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
ACM	Asbestos-Containing Material
ADA	Americans with Disabilities Act
ADT	Average Daily Trips
AFY	Acre-Feet per Year
APN	Assessor's Parcel Number
AIA	Airport Influence Area
ATCM	Air Toxics Control Measure
BAAQMD	Bay Area Air Quality Management District
BGS	Below Ground Surface
BLTS	Bicycle Level of Traffic Stress
BMPs	Best Management Practices
BTP	Bicycle Transportation Plan
Btu	British thermal units
CAL FIRE	California Department of Forestry and Fire Protection
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CALTRANS	California Department of Transportation
CAL FIRE	California Department of Forestry and Fire Protection
CAP	Clean Air Plan
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFCs	Chlorofluorocarbons
CGS	California Geological Survey
CIPs	Capital Improvement Projects
CLUP	Comprehensive Land Use Plan

CMP	Congestion Management Program
CMU	Concrete Masonry Unit
CO ₂	Carbon Dioxide
CO ₂ e	CO ₂ Equivalents
CPR	Climate Protection Roadmap
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
DDW	State Water Resources Control Board Division of Drinking Water
DRC	Development Review Committee
DTSC	Department of Toxic Substances Control
DU/AC	Dwelling Units per Acre
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
EPC	Environmental Planning Commission
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FAR	Federal Aviation Regulations
FEMA	Federal Emergency Management Agency
FEPD	Fire and Environmental Protection Division
FIRM	Flood Insurance Rate Maps
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GPUUIS	2030 General Plan Update Utility Impact Study
GWh	Gigawatt Hours
GWMP	Groundwater Management Plan
GWP	Global Warming Potential
HAZWOPER	Hazardous Waste Operations and Emergency Response
HFCs	Hydrofluorocarbons
HI	Hazard Index
HMCD	Hazardous Materials Compliance Division
HOV	High-Occupancy Vehicle

HSWA	Hazardous and Solid Waste Amendments
HVAC	Heating, Ventilation, and Air Conditioning
LID	Low Impact Development
LOS	Level of Service
LRA	Local Responsibility Area
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MDD	Maximum Day Demand
MDD+FF	Maximum Day Demand with Fire Flow
MND	Mitigated Negative Declaration
MRP	Municipal Regional Stormwater NPDES Permit
MVFD	Mountain View Fire Department
MVGBC	Mountain View Green Building Code
MVLASD	Mountain View-Los Altos Union High School District
MVPD	Mountain View Police Department
MVTC	Mountain View Transit Center
MVTMA	Mountain View Transportation Management Association
MVWSD	Mountain View Whisman School District
NAHC	Native American Heritage Commission
NCP	National Contingency Plan
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act of 1966
NOD	Notice of Determination
NOI	Notice of Intent
NO _x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O ₃	Ground-level Ozone
OITC	Outdoor-Indoor Transmission Class
OPR	Governor's Office of Planning and Research
PCB	Polychlorinated Biphenyls
PDA	Priority Development Areas

PFCs	Perfluorocarbons
PHD	Peak Hour Demand
PM	Particulate Matter
PPV	Peak Particle Velocity
PQOS	Pedestrian Quality of Service
PSI	Pound-Force per Square Inch
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Need Allocation
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCCDEH	Santa Clara County Department of Environmental Health
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
SFHA	Special Flood Hazard Areas
SFPUC	San Francisco Public Utilities Commission
SHMA	Seismic Hazards Mapping Act
SMARA	Surface Mining and Reclamation Act
SO _x	Sulfur Oxides
SRA	State Responsibility Area
STC	Sound Transmission Class
SVCE	Silicon Valley Clean Energy
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TA	Transportation Analysis
TACs	Toxic Air Contaminants
TCRs	Tribal Cultural Resources
TDML	Total Maximum Daily Loads
TSCA	Toxic Substances Control Act
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	US Geologic Service
UWMP	Urban Water Management Plan

VMT	Vehicle Miles Traveled
VTA	Santa Clara Valley Transportation Authority
WUI	Wildland Urban Interface