

CEQA DETERMINATION AND  
ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION  
FOR THE  
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)  
MOUNTAIN VIEW TRANSIT CENTER PROJECT



Peninsula Corridor Joint Powers Board

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# 1.0 BACKGROUND AND PURPOSE

## BACKGROUND

This document is the Peninsula Joint Powers Board's (JPB's) California Environmental Quality Act (CEQA) Determination for the Mountain View Transit Center Project and an addendum to the Mountain View Transit Center Grade Separation and Access Project (Mountain View Transit Center Project) Initial Study/Mitigated Negative Declaration (IS/MND) completed by the City of Mountain View in 2019 (SCH Number 2019109063).

Since completion of the 2019 IS/MND and filing of the Notice of Determination, the City of Mountain View decided to move forward with the Castro Street grade separation project components of the Mountain View Transit Center Project. As part of the recently augmented 35% design process, additional information and project details were developed for these components. See Section 2.0 for more information.

JPB, as the lead agency for the final design and construction and the owner of the right-of-way, must analyze the augmented 35% design and make its own CEQA determination of environmental impacts. This addendum supplies JPB's environmental review of the augmented 35% design and additional information provided by the City of Mountain View.<sup>1</sup>

## ADDENDUM PROCESS

When a proposed project is changed or there are changes in the environmental setting, the lead agency must determine whether or not an addendum or subsequent MND is prepared. CEQA Guidelines Sections 15162 and 15164 set forth criteria to assess which environmental document is appropriate. The criteria for determining whether an addendum or subsequent MND is prepared are outlined below. If the criteria below are true, then an addendum is the appropriate document:

- No new significant impacts will result from the project or from new mitigation measures.
- No substantial increase in the severity of environment impact will occur.
- No new feasible alternatives or mitigation measures that would reduce impacts previously found not to be feasible have, in fact, been found to be feasible.

Based upon the information provided in Sections 2.0 and 3.0 of this document, implementation of the Mountain View Transit Center Project will not result in new significant impacts or substantially increase the severity of impacts previously identified in the 2019 IS/MND, and there are no previously infeasible alternatives that are now feasible. None of the other factors set forth in Section 15162(a)(3) are present. As such, an addendum is appropriate, and this addendum was prepared to address the environmental effects of the project modifications.

An addendum need not be circulated for public review, but it can be included in, or attached to, the IS/MND. The decision-making body (JPB) shall consider the addendum with the IS/MND prior to making a decision on the Mountain View Transit Center Project. Once adopted, the addendum, along with the original IS/MND, is placed in the administrative record, and a Notice of Determination will be filed with the County Clerk and State Clearinghouse.

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<sup>1</sup> Castro St. Transit Center – JPB CEQA Determination – RFI 2021-07-26 CMV Responses. July 26, 2021.

## 2.0 PROJECT LOCATION AND DESCRIPTION

The Mountain View Transit Center Project (project) will be located in downtown Mountain View in Santa Clara County around the existing Mountain View Transit Center. The Transit Center includes the Caltrain and Valley Transportation Authority transit stations located next to the Castro Street/Moffett Boulevard/Central Expressway intersection. Castro Street currently crosses the Caltrain right-of-way at grade.

The Castro Street / Moffett Boulevard / Central Expressway intersection is congested and experiences frequent railroad gate interruptions, which limit pedestrian, bicycle, and vehicle movements across Central Expressway. Conditions are expected to degrade further as Caltrain services increase with the implementation of electrified services and plans envisioned by the Caltrain Business Plan. These service increases will make it more difficult to cross the tracks and Central Expressway, while the increased congestion will compound safety risks to pedestrians, bicyclists, and vehicles moving across Central Expressway. The proposed project will present pedestrians and bicyclists with a safer crossing of the rail corridor and Central Expressway with fewer delays.

The project will redirect existing Castro Street vehicle traffic and close the Castro Street leg of the Castro Street/Moffett Boulevard/Central Expressway intersection to vehicles. A two-way vehicular ramp and sidewalk will be constructed from West Evelyn Avenue to Shoreline Boulevard, while a pedestrian and bicycle crossing under the Central Expressway intersection and rail corridor will be constructed to maintain the connection of Moffett Boulevard in the north with the Mountain View Transit Center and downtown Mountain View in the south. An accessible ramp oriented toward Stierlin Road will replace the existing at-grade bikeway; stairs and an elevator will be located at the northwest corner of Central Expressway and Moffett Boulevard.

The Mountain View Transit Center Grade Separation and Access Project analyzed in the 2019 IS/MND included additional project components: improving the Caltrain station (including platform lengthening and eastern underpass), roadway striping and signage improvements along West Evelyn Avenue, adding a cycle track/bike lane east of the Caltrain station, improving signalization and turn-lanes at East Street/Central Expressway, widening the road to provide a dedicated left-turn lane on eastbound Central Expressway, and improving striping on Easy Street to accommodate the new traffic signal. The City of Mountain View will undertake these improvements as separate projects.<sup>2</sup> Therefore, these project components are not included in the augmented 35% design for the Mountain View Transit Center Project and are not part of the JPB CEQA Determination.

## 3.0 ENVIRONMENTAL ANALYSIS OF THE AUGMENTED 35% DESIGN AESTHETICS

The augmented 35% design will not have substantial adverse impacts on aesthetic resources. The proposed project is within an urban setting, and views from the project area are limited or obscured by existing development. No state- or county-designated scenic highways are located nearby.<sup>3</sup>

Construction of the proposed project may create temporary aesthetic nuisances associated with construction activities, including demolition, grading, and construction and the presence of debris, equipment, and truck traffic. These activities will be temporary, will cease upon completion of construction, and will not result in a substantial degradation to the project site, surrounding area, or significant aesthetic resources. Permanent lighting will be added,

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<sup>2</sup> Mountain View Transit Center Grade Separation and Access Project—Mitigated Negative Declaration. December 10, 2019.

<sup>3</sup> Caltrans. Scenic Highways. Available at <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed August 1, 2021.

which will be consistent with the city's standards and will not significantly add to the existing street lighting in the surrounding area.

The proposed project in conjunction with past, present, and reasonably foreseeable development will change the appearance of the site and surrounding area. However, project-related impacts on aesthetic resources will be less than significant, and all development projects will follow applicable local planning and design guidelines. Therefore, cumulative aesthetic impacts will be less than significant.

The impact conclusions from the 2019 IS/MND remain unchanged.

## **AGRICULTURE AND FORESTRY RESOURCES**

The proposed project site and surrounding areas are not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; zoned for agricultural use or as forest land or timberland; and do not contain any land designated as agricultural or forest land.<sup>4</sup> <sup>5</sup> Therefore, no impacts on agriculture and forestry resources will occur, and the proposed project will not contribute to cumulative impacts.

The impact conclusions from the 2019 IS/MND remain unchanged.

## **AIR QUALITY**

The augmented 35% design will result in less than significant impacts regarding (1) a conflict with or an obstruction to the implementation of the air quality plan promulgated by the Bay Area Air Quality Management District (BAAQMD); (2) substantial pollutant concentrations exposure to sensitive receptors; and (3) other emissions (such as those leading to odors adversely affecting a substantial number of people).

Without mitigation, construction of the project could result in significant impacts because of a cumulative net increase of a criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard. As analyzed in the 2019 air quality report for the project, all criteria pollutant emissions will remain below their respective thresholds for reactive organic gas, nitrous oxide, or particulate matter exhaust. The augmented 35% design describes similar construction methods and durations, and as such, will result in similar emissions below respective thresholds. However, BAAQMD considers fugitive dust emissions to be potentially significant without implementation of fugitive dust controls. Accordingly, mitigation measures will be required to reduce fugitive dust emissions to less than significant. Prior to any grading activities, a construction management plan will be prepared that includes the BAAQMD Basic Construction Mitigation Measures to minimize construction-related emissions, as indicated in Mitigation Measure MM-AQ-1.

While no single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. BAAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to existing air quality conditions.<sup>6</sup> Therefore, a project that exceeds the BAAQMD operational thresholds will also contribute to a significant cumulative impact. The proposed

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<sup>4</sup> California Department of Conservation. Farmland Mapping & Monitoring Program. Available at <https://www.conservation.ca.gov/dlrp/fmmp>, accessed August 2, 2021.

<sup>5</sup> Santa Clara County, Department of Planning and Development, Williamson Act Properties Map. Available at: <https://sceplanning.maps.arcgis.com/apps/webappviewer/index.html?id=1f39e32b4c0644b0915354c3e59778ce>, accessed August 2, 2021.

<sup>6</sup> Bay Area Air Quality Management District. CEQA Air Quality Guidelines. Available at [https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa\\_guidelines\\_may2017-pdf.pdf?la=en](https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en), accessed July 20, 2021.

project's operational emissions will not exceed thresholds; therefore, the proposed project's contribution to cumulative air quality impacts will not be cumulatively considerable and not considered a significant impact.<sup>7</sup>

The impact conclusions from the 2019 IS/MND remain unchanged.

## Mitigation Measures

These mitigation measures were identified in the 2019 IS/MND for the Mountain View Transit Center Grade Separation and Access Project. They also apply to the augmented 35% design.

### MM-AQ-1: BAAQMD Basic Construction Measures

The contractor will prepare and implement a construction management plan that includes the BAAQMD Basic Construction Mitigation Measures to minimize construction-related emissions. The BAAQMD Basic Construction Mitigation Measures are:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

## BIOLOGICAL RESOURCES

The project site is in a developed urban area, and the original native vegetation and species of the area are no longer present. No rare, threatened, endangered, or special-status species are known to inhabit the site. There are no undisturbed areas or sensitive habitats or plant communities on the site, and the site itself does not contain any streams, waterways, or wetlands. Species that use industrial and commercial areas are able to use ornamental landscaping as foraging habitat and/or cover; however, these species do not live or forage within the project area due to lack of suitable habitat.

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<sup>7</sup> Kimley-Horn and Associates, Inc. Air Quality Assessment for the proposed Mountain View Grade Separation Project and Access Project in the City of Mountain View, California. March 2019.

The augmented 35% design could result in direct or indirect impacts to nesting birds if they are present in the project site during construction activities. Preconstruction surveys will reduce or avoid construction-related impacts to nesting raptors and their nests, as indicated in Mitigation Measure MM-BR-1.

The project will result in removal of trees, some of which are heritage trees as defined by the Mountain View City Code and the Santa Clara County Tree Protection Ordinance. The tree protection measures listed in the arborist's report<sup>8</sup> will be included as notes on the title sheet of all grading and landscape plans.

As part of the project, a tree mitigation and preservation plan will be prepared to avoid impacts on regulated trees and mitigate for the loss of trees that cannot be avoided. Routine monitoring for the first five years and corrective actions for trees that consistently fail the performance standards will be included in the tree mitigation and preservation plan. The tree mitigation and preservation plan will be developed in accordance with Chapter 32, Articles I and II, of the City Code prior to removal or disturbance of any heritage trees resulting from project activities, including site preparation activities.

For replacement trees where there is no suitable on-site location, the City of Mountain View will either pay an in-lieu fee or donate 24-inch box trees to be used elsewhere in the community. The fee for replacement of a tree or trees will be, at a minimum, based on the cost of a 24-inch box tree of the same species, delivered and installed.

The location of existing trees to remain, existing trees to be removed, and new street trees will be shown on the grading, utility, and landscaping plans. New street trees will be planted a minimum of 10 feet from sanitary sewer lines and 5 feet from water lines, fire lines, and driveways. New street tree species will be selected from the city's official street tree list.

For trees proposed to be removed within the County of Santa Clara right-of-way, replacement trees will be provided consistent with the requirements of Section C16-7 of the County Tree Preservation Ordinance. The removal of any tree, regardless of size, located within a county road right-of-way will require an Encroachment Permit from the Department of Roads and Airports not less than 60 days prior to planned removal. Replacement trees will be of a like kind and species of tree removed, if native and feasible. The location of the replacement tree(s) need not be in the same location of the tree removed. Replacement tree planting will use at least 5-gallon size stock. The County Planning Department will determine the ratio of trees removed to trees planted based on the tree mitigation and preservation plan.

Impacts on biological resources will be less than significant with implementation of identified mitigation measures. The project will not result in cumulative impacts on biological resources because the project area and the immediately surrounding area are fully developed, retain little or no natural habitat, and have been previously disturbed.

The impact conclusions from the 2019 IS/MND remain unchanged.

## Mitigation Measures

These mitigation measures were identified in the 2019 IS/MND for the Mountain View Transit Center Grade Separation and Access Project. They also apply for the augmented 35% design.

### MM-BR-1: Nesting Bird Avoidance

To the extent practicable, vegetation removal and construction activities will be performed from September 1 through January 31 to avoid the general nesting period for birds. If construction or vegetation removal cannot be

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<sup>8</sup> Hort Science Bartlett Consulting. Preliminary Arborist Report: Mountain View Transit Center Grade Separation & Access Project. October 16, 2019.

performed during this period, preconstruction surveys will be performed no more than two days prior to construction activities to locate any active nests as follows:

- A qualified biologist will conduct a survey of the project site and surrounding 500 feet for active nests—with particular emphasis on nests of migratory birds—if construction (including site preparation) is scheduled during the bird nesting season, from February 1 through August 31.
- If active nests are observed on either the project site or in the surrounding area, no-disturbance buffer zones will be established around the nests, with the size to be determined in consultation with the California Department of Fish and Wildlife (usually 100 feet for perching birds and 300 feet for raptors). The no-disturbance buffer will remain in place until a biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.

## CULTURAL RESOURCES

The Mountain View Transit Center Grade Separation and Access Project Cultural Resources Inventory Report<sup>9</sup> identified one building located within the project area that qualifies as a historical resource: the Adobe Building, constructed in 1934, and located at 157 Moffett Boulevard. The Adobe Building is listed in the National Register of Historic Places and the California Register of Historical Resources.

Construction of the augmented 35% design will not occur on the site of the Adobe Building. However, the placement of vertical circulation paths and the pedestrian/bicyclist undercrossing will involve vibration-causing construction equipment, which could be employed near enough to the historical resource that its character-defining features may sustain damage. Ground-borne vibrations will result in a significant impact on the Adobe Building if they alter, in an adverse manner, the resource's design, materials, and construction methods that convey its historical significance. To mitigate impacts, the Adobe Building will be protected from vibration during construction through the preparation and implementation of a construction vibration monitoring plan, pursuant to Mitigation Measure MM-CUL-1, to document conditions prior to, during, and after vibration-generating construction activities. The vibration monitoring plan will establish protocols that ensure the Adobe Building does not sustain permanent damage to its character-defining features as a result of construction-caused vibration, thereby reducing this impact to a less-than-significant level.

No previously recorded archaeological resources were identified within the project area during the records search and literature review. Additionally, correspondence with the Native American Heritage Commission did not identify any sacred lands listed on the Sacred Lands File within the project area. However, a desktop geoarchaeological review revealed that the project is located on specific sediments and near certain geographical features that are known to have increased potential for containing buried archaeological deposits or are prime resource collection areas for prehistoric communities. While no formal archaeological resources have been recorded within the project area, as-yet undocumented archaeological deposits could exist in the subsurface. Pursuant to Mitigation Measure MM-CUL-2, if potential resources are encountered during ground-disturbing activities, work will be halted, a qualified archaeologist will evaluate the potential resource, and (if applicable) a treatment plan will be prepared. These measures will reduce the impact to a less-than-significant level.

No previously recorded archaeological resources, including those associated with human remains, were identified within the -project area. In the event of the discovery of human remains during construction or demolition, Mitigation Measure MM-CUL-3 will be implemented, which halts further excavation or disturbance of the project

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<sup>9</sup> ICF. Mountain View Transit Center Grade Separation and Access Project: Cultural Resources Inventory Report. January 2019.

site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. An evaluation of the remains will occur to determine whether they are Native American, and the appropriate institutions will be contacted.

Regarding cumulative impacts, past, present, and reasonably foreseeable future developments will be required to comply with all applicable state, federal, and city regulations concerning preservation, salvage, or handling of cultural resources. At present, no known cumulative projects in the vicinity would result in cumulative impacts to the Adobe Building. Therefore, cumulative impacts upon historical and archaeological resources will be less than significant.

The impact conclusions from the 2019 IS/MND remain unchanged.

## Mitigation Measures

These mitigation measures were identified in the 2019 IS/MND for the Mountain View Transit Center Grade Separation and Access Project. They also apply for the augmented 35% design.

### MM-CUL-1: Vibration Monitoring Plan

A construction vibration monitoring plan will be prepared to document conditions prior to, during, and after vibration-generating construction activities and will address vibration impacts to the Adobe Building. All tasks included in the plan will be undertaken under the direction of a licensed professional structural engineer in the State of California and be in accordance with industry accepted standard methods. The vibration monitoring plan will include the following:

- Performing a photo survey, elevation survey, and crack monitoring survey for the Adobe Building prior to any construction activity, in regular intervals during construction, and after project completion. The survey will include internal and external crack monitoring in the building, settlement, and distress and document the condition of foundations, walls, and other structural elements in the interior and exterior of the building.
- Developing a vibration monitoring and construction contingency plan to set up a vibration monitoring schedule and define building-specific vibration limits at which damage could occur. Construction contingencies will be identified for when vibration levels approach the identified vibration limit.
- Conducting vibration monitoring, at a minimum, during paving removal, excavation, and drilling activities. The vibration monitoring plan may indicate the need for more or less intensive measurements.
- Suspending construction and implementing contingencies if vibration levels approach limits specified in the plan to either lower vibration levels or secure the affected building.
- Designating a person responsible for registering and investigating claims of excessive vibration. The contact information of such person will be clearly posted on the construction site.
- Repairing the Adobe Building to its original condition consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* if survey identifies that the building sustained damage as a result of construction-caused vibration. The repair methodology will be developed by a qualified historic architect in consultation with appropriate CEQA lead agency staff.

### **MM-CUL-2: Monitoring and 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 will be halted until a qualified archaeologist and Native American representative can assess the significance of the find. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.

### **MM-CUL-3: Discovery of Human Remains**

In the event of the discovery of human remains during construction or demolition, no further excavation or disturbance of the site will occur within a 50-foot radius of the location of such discovery or in any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner will be notified and will determine whether the remains are Native American. If the Coroner determines that the remains are not subject to their authority, they will notify the Native American Heritage Commission who will 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 state law, then the landowner will re-inter 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 will be submitted to the City's Community Development Director prior to release of a Certificate of Occupancy. This report will detail the mitigation program 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 will verify completion of the mitigation program to the satisfaction of the City's Community Development Director.

## **ENERGY**

Construction of the proposed project, as depicted in the augmented 35% design, will result in a nominal increase in electricity and natural gas. During construction, energy use will increase and fluctuate based on number of trips, fuel efficiency of vehicles, and travel mode; however, the use of energy resources will be temporary, and operation of the project will be consistent with the California Air Resources Board Scoping Plan<sup>10</sup> measures, as well as the goals of the Mountain View Climate Protection Roadmap and Greenhouse Gas Reduction Plan.<sup>11</sup> Less than significant impacts to energy resources will occur, and the proposed project will not have cumulative impacts on the use of energy resources.

The impact conclusions from the 2019 IS/MND remain unchanged.

## **GEOLOGY AND SOILS**

No known active fault lines are within the City of Mountain View or in the project area. Liquefaction, seismic ground shaking, and soil erosion could occur, but these impacts will be minimized by compliance with the California Building Code, city regulations, and standard engineering practices and design criteria. Landslides should not occur in the project area because the site is not underlain by landslide deposits. Temporary soil disturbance will occur during project construction; however, the project will not result in substantial soil erosion or loss of topsoil. The proposed project's construction contractor will be required to limit soil erosion during project construction. The proposed project will have less than significant impacts to geology and soils and will not result in cumulative impacts to the resource.

The impact conclusions from the 2019 IS/MND remain unchanged.

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<sup>10</sup> California Air Resources Board, California's 2017 Climate Change Scoping Plan, 2017.

<sup>11</sup> City of Mountain View. General Plan and Housing Element. Available at <https://www.mountainview.gov/depts/comdev/planning/regulations/general.asp>, accessed August 12, 2021.

## **GREENHOUSE GAS EMISSIONS**

The Transportation Impact Analysis determined that the proposed project will not generate any new automobile, bicycle, or pedestrian traffic.<sup>12</sup> This remains true in the augmented 35% design. Therefore, no greenhouse gas emissions will be generated from operation of the proposed project. The project will improve transit, pedestrian, and bicycle access in a downtown area, and therefore it will not conflict with the City of Mountain View's Climate Protection Roadmap,<sup>13</sup> the California Air Resources Board Scoping Plan,<sup>14</sup> or Plan Bay Area.<sup>15</sup> Project construction will result in direct, short-term emissions from the operation of construction equipment and transportation of materials, but these emissions will be less than significant, and the project's cumulative greenhouse gas impacts will be less than cumulatively considerable.<sup>16</sup>

The impact conclusions from the 2019 IS/MND remain unchanged.

## **HAZARDS AND HAZARDOUS MATERIALS**

The augmented 35% design will not generate hazardous materials or facilitate the routine transport, use, or disposal of hazardous materials. Additionally, the project is not located near an airfield, will not interfere with emergency response or evacuation plans, and will not expose people or structures to the risk of wildland fires.<sup>17</sup>

According to the Phase I Initial Site Assessment,<sup>18</sup> two Recognized Environmental Conditions were identified in association with the project site that required additional investigation:

- Minton's Lumber & Supply located at 425 West Evelyn Avenue (immediately adjacent to the site to the south) was found to have a former leaking underground storage tank.
- Classic Communities located at Bryant and West Evelyn Avenue (immediately adjacent to the site to the south) has a documented history as a cleanup program site.

If contaminated soils are discovered, the contractor will employ engineering controls and best management practices to minimize human exposure to potential contaminants that will include, but not be limited to, the following:

- Certifying contractor employees working on-site in the Occupational Safety and Health Administration's 40-hour Hazardous Waste Operations and Emergency Response training.
- Stockpiling soil during redevelopment activities to allow for proper characterization and evaluation of disposal options.

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<sup>12</sup> Kimley-Horn and Associates, Transportation Impact Analysis for the Mountain View Transit Center Grade Separation and Access Project, 2019.

<sup>13</sup> City of Mountain View. Climate Protection Roadmap. Available at <https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=19516>. September 2015.

<sup>14</sup> California Air Resources Board, California's 2017 Climate Change Scoping Plan, 2017.

<sup>15</sup> Association of Bay Area Governments. Plan Bay Area. Available at <https://www.planbayarea.org/>, accessed August 16, 2021.

<sup>16</sup> Kimley-Horn and Associates, Inc. Air Quality Assessment for the proposed Mountain View Grade Separation Project and Access Project in the City of Mountain View, California. March 2019.

<sup>17</sup> California, State of, Department of Forestry and Fire Protection, Fire Hazard Severity Zones Viewer. Available at <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>, accessed August 16, 2021.

<sup>18</sup> Kimley-Horn and Associates, Phase I Initial Site Assessment: Mountain View Transit Center Grade Separation and Access Project, 2018.

- Monitoring area around construction site for fugitive vapor emissions with appropriate field screening instrumentation.
- Watering/misting soil as it is being excavated and loaded onto transportation trucks.
- Placing any stockpiled soil in areas shielded from prevailing winds.
- Covering the bottom of excavated areas with sheeting when work is not being performed.

The project will result in less than significant impacts related to hazards and hazardous materials. Cumulative impacts will be less than significant because reasonably foreseeable future projects will be required to follow applicable local, state, and federal laws that will ensure that they do not result in significant impacts.

The impact conclusions from the 2019 IS/MND remain unchanged.

## **HYDROLOGY AND WATER QUALITY**

The proposed project, as depicted in the augmented 35% design, will not include the construction of buildings or structures. Therefore, it will not involve the extraction of groundwater, impede or redirect flows, or put structures or humans in the potential path of flooding as a result of the failure of a levee or dam.

Project improvements will occur in accordance with local, state, and federal rules and regulations. The project will be required to prepare and implement a stormwater pollution prevention plan to ensure that it will not obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts related to erosion, surface runoff, or siltation will be less than significant.

During construction, water quality impacts could result from temporary construction activities associated with the project, including grading, excavation, and other earth-moving activities that have the potential to cause substantial erosion on the project site. Compliance with the best management practice identified in the project's stormwater pollution prevention plan will minimize any potential water quality impacts resulting from polluted runoff.

Therefore, impacts resulting from project construction will be less than significant.

The implementation of the proposed project will have less-than-significant impacts on hydrology and water quality. Such impacts will not be compounded or increase when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects because other projects will be subject to similar laws and requirements regarding hydrology practices. The proposed project will not result in cumulative impacts to hydrology and water quality.

The impact conclusions from the 2019 IS/MND remain unchanged.

## **LAND USE AND PLANNING**

The project site is within an existing right-of-way and is designated Downtown Mixed Use in the City's General Plan.<sup>19</sup> The surrounding land use is a mix of commercial, residential, and major transportation corridor. The proposed project, as depicted in the augmented 35% design, will not physically divide an established community or conflict with any existing land use plan, policy, or regulation to avoid or mitigate an environmental effect. The project will maintain pedestrian, bicycle, and vehicular access across the right-of-way via either the below-grade tunnels or the ramp to Shoreline Parkway. Therefore, no impacts to land use and planning will occur, and the proposed project will not result in cumulative impacts to land use and planning.

The impact conclusions from the 2019 IS/MND remain unchanged.

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<sup>19</sup> City of Mountain View. General Plan and Housing Element. Available at <https://www.mountainview.gov/depts/comdev/planning/regulations/general.asp>, accessed August 12, 2021.

## **MINERAL RESOURCES**

The project site does not contain any known mineral resources, has not been used for mineral resource recovery, and is not planned for use as a mineral resource recovery site. Therefore, no impacts to mineral resources will occur, and the proposed project will not result in cumulative impacts to mineral resources.

The impact conclusions from the 2019 IS/MND remain unchanged.

## **NOISE**

Construction of the project, as depicted in the augmented 35% design, will generate noise and temporarily increase noise levels at adjacent locations. Construction will occur in five phases, which include demolition, grading, construction of structures, paving, and architectural coatings. The loudest construction phase is estimated to be the demolition phase, with maximum and average noise levels equal to 91 and 85 a-weighted decibels (dBA), respectively, at a distance of 50 feet. Noise-sensitive receptors within 50 feet include single- and multi-family residences.<sup>20</sup> Construction equipment will not be near any single noise-sensitive land uses for the entire construction period, and there will be no substantial increase in noise from construction traffic. The following noise-reduction measures will be incorporated into the construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties:

- Complying with manufacturer's muffler requirements on all construction equipment engines and ensure exhaust mufflers are in good condition.
- Turning off construction equipment when not in use, where applicable.
- Locating stationary equipment, such as air compressors or portable power generators, construction staging areas, and construction material areas, as far as practical from sensitive receptors.
- Using temporary sound barriers or sound curtains around loud stationary equipment if the other noise-reduction methods are not effective or possible and when located near adjoining sensitive land uses.
- Shrouding or shielding impact tools and using electric-powered rather than diesel-powered construction equipment.
- Routing all construction traffic via designated truck routes where possible and prohibit construction-related heavy truck traffic in residential areas where feasible.

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

Regarding vibration from construction activities, the operation of heavy-duty construction equipment can generate localized ground-borne vibration and noise at buildings adjacent to the construction areas. Although vibration levels could be felt by people in the project area, distinctly perceptible vibration will only be perceptible during daytime hours, because construction will not occur during nighttime hours. For this reason, the annoyance of vibration impacts on noise-sensitive land uses is considered less than significant.

Pursuant to Mitigation Measure MM-CUL-1, above, a vibration monitoring plan will be required to reduce vibration impacts to a less than significant level. The plan will identify where the historical building is located in relation to

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<sup>20</sup> ICF, Noise Technical Memorandum and Noise Monitoring Survey Results, March 2019.

the construction activity, use monitoring equipment to measure vibrations during construction, and if ground-borne vibrations exceed the established limits, construction activity could be halted until alternative methods can be approved.

Once construction is complete, the project will change the distribution of vehicles on roadways in the project vicinity. New project-generated traffic will be diverted onto West Evelyn Avenue, and traffic volumes on this roadway will increase by nearly 7 times in the future.

According to the City of Mountain View Land Use Compatibility Guidelines, any noise increase greater than 3 dBA is considered a significant traffic noise increase. Based on the results of the traffic noise modeling analysis, the maximum increase in noise on any roadway in the project vicinity will be less than 1 decibel. Additionally, train whistles will no longer be sounded at the crossing, and bells that currently sound when crossing barriers are lowered and raised will no longer be heard. Impacts will be less than significant and will not combine with past, present, and reasonably foreseeable future projects to result in significant cumulative impacts.

The impact conclusions from the 2019 IS/MND remain unchanged.

## **POPULATION AND HOUSING**

The proposed project does not include residential housing that will induce population growth, nor are there residential structures within the project site. While short-term, construction-related jobs will be generated during project construction, they will primarily be locally sourced and will not induce population growth. There will be no impacts to population and housing, and the proposed project will not result in cumulative impacts to population and housing.

The impact conclusions from the 2019 IS/MND remain unchanged.

## **PUBLIC SERVICES**

The proposed project does not include housing, commercial, or other development uses that will induce residential, employee, or visitor population growth; therefore, there will be no need for an increase in public services, such as fire protection, police, schools, parks, libraries, or childcare facilities. During construction, emergency access may be affected due to lane closures or construction-related traffic. The contractor will be required to coordinate with the city to ensure emergency access to the project site. Construction will not affect schools, parks, libraries, childcare, and other public facilities. Impacts to public services will be less than significant, and the proposed project will not result in cumulative impacts to public services.

The impact conclusions from the 2019 IS/MND remain unchanged.

## **RECREATION**

The proposed project will not intrude on existing neighborhoods, recreational parks, or recreational facilities. Access to parks will not be blocked, although detours may occur throughout construction, and need for recreational facilities will not increase. Therefore, no impacts to recreation will occur, and the proposed project will not contribute to cumulative impacts.

The impact conclusions from the 2019 IS/MND remain unchanged.

## **TRANSPORTATION**

The proposed project, as depicted in the augmented 35% design, will occur at existing facilities and within the existing right-of-way, and it will improve the safety, capacity, and multimodal access to the Mountain View Transit Center. The Transportation Impact Analysis determined that the proposed project will not generate any new

automobile, bicycle, or pedestrian traffic.<sup>21</sup> The augmented 35% design will be consistent with the traffic generation expectations of the Transportation Impact Analysis. The project's modifications to roadway connections will cause a redistribution in vehicle volumes, which will lead to an increase in volumes on some roadways and a decrease on other roadways. Any increase in vehicle miles traveled as a result of traffic redistribution will be limited to the surrounding area. All study intersections will operate at an acceptable level of service under all the traffic conditions, based on the findings of the Transportation Impact Analysis and the augmented 35% design. Proposed roadway improvements will be consistent with city standards, and the proposed project will not introduce new design features or incompatible uses that will create hazards to traffic.

The grade separation will affect existing and planned public bus and shuttle routes, although existing routes will be diverted to Shoreline Boulevard or to a proposed bus and shoulder loading/unloading area along Moffett Boulevard and Central Expressway. While the proposed project will affect existing bus and shuttle alignment, the project will improve the safety, capacity, and multimodal access to transit modes serving the Mountain View Transit Center and downtown area. The project will have a less than significant impact to transit services.

The project includes construction of a pedestrian and bicycle undercrossing across Central Expressway and the rail corridor. Because the project does not conflict with existing or planned bicycle or pedestrian services and facilities, the project will have a less than significant impact on bicycle and pedestrian circulation.

Prior to construction, a traffic control plan will be prepared for any off-site and on-site improvements or any work that requires temporary lane closure, shoulder closure, bike lane closure, and/or sidewalk closure. Sidewalk closures will not be allowed unless reconstruction of a sidewalk necessitates temporary sidewalk closure. In these instances, sidewalk detours will be shown on the traffic control plan.

Impacts to emergency access will be less than significant. The traffic control plan will address emergency access during construction, including temporary closures to West Evelyn Avenue west of Franklin Street. Construction of the project will follow the traffic control plan to ensure that impacts from construction on emergency access will be less than significant. All areas subject to road closures will still have direct access from existing roadways. The project will not result in a property that will be inaccessible to emergency vehicles and will not hinder the evacuation or egress during an emergency.

The impact conclusions from the 2019 IS/MND remain unchanged.

## TRIBAL CULTURAL RESOURCES

In December 2018, the City of Mountain View transmitted letters to recommended California Native American tribal representatives requesting information or comments regarding Native American cultural resources in the vicinity of the proposed project. No tribes requested formal consultation. The Native American Heritage Commission indicated that there were no Native American cultural resources within the project area.<sup>22</sup> The augmented 35% design will have the same impacts as documented in letters to the tribal representatives. Therefore, no impacts on tribal cultural resources or cumulative impacts will occur.

The impact conclusions from the 2019 IS/MND remain unchanged.

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<sup>21</sup> Kimley-Horn and Associates, Transportation Impact Analysis for the Mountain View Transit Center Grade Separation and Access Project, 2019.

<sup>22</sup> ICF. Mountain View Transit Center Grade Separation and Access Project: Cultural Resources Inventory Report. January 2019.

## **UTILITIES AND SERVICE SYSTEMS**

The proposed project, as depicted in the augmented 35% design, will not generate wastewater, electric power, natural gas, or telecommunications facilities. When complete, the proposed project will not increase the demand for these facilities. Additionally, the proposed project will not increase the demand for water or generate additional wastewater or solid waste. Long-term impacts will not occur.

The proposed project will result in only short-term construction impacts to utilities or service systems and will not significantly add to impacts on water supply and wastewater, stormwater, or solid waste generation in conjunction with past, present, and reasonably foreseeable development. All projects within the city are required to adhere to the Standard Conditions of Approval related to water efficiency, utilities services, and drainage. The proposed project will not result in incremental impacts to utilities or service systems. Therefore, the project will not result in significant cumulative impacts.

The impact conclusions from the 2019 IS/MND remain unchanged.

## **WILDFIRE**

The proposed project is not located in a Very High Fire Hazard Severity Zone as identified by the California Department of Forestry and Fire Protection.<sup>23</sup> The proposed project will not impair or physically interfere with an adopted emergency response or evacuation plan. The proposed project will not result in incremental effects to wildfire that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The proposed project will not result in cumulative impacts to or from wildfires.

The impact conclusions from the 2019 IS/MND remain unchanged.

## **MANDATORY FINDINGS OF SIGNIFICANCE**

With incorporation of identified mitigation measures, the proposed project would 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. The project does not have impacts that are individually limited but cumulatively considerable, and the project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

## **4.0 ENVIRONMENTAL IMPACTS CONCLUSION**

As indicated in Section 3.0, the augmented 35% design, with incorporation of identified mitigation measures, will result in less-than-significant impacts to all CEQA impact categories. The conclusions from the IS/MND remain unchanged. The impact determinations of presented in Section 3.0 are the same as the impact determinations of the 2019 IS/MND. All mitigation measures are the same as those presented in the 2019 IS/MND.

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<sup>23</sup> California, State of, Department of Forestry and Fire Protection, Fire Hazard Severity Zones Viewer. Available at <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>, accessed August 16, 2021.

## **5.0 CEQA DETERMINATION**

Pursuant to CEQA Guidelines Section 15164, JPB finds that (a) there are no substantial changes proposed by the Mountain View Transit Center Project or in the circumstances in which the project will be undertaken that require major revisions of the MND; (b) the proposed revisions do not require preparation of a new subsequent or supplemental MND, either due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and (c) the Mountain View Transit Center Project is consistent with the previous MND and would involve only minor changes.