# Initial Study

# 2110 Old Middlefield Way Gas Station


Prepared by

City of
Mountain View

In Consultation with

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

June 2023

# 2110 Old Middlefield Way Gas Station
# Draft Mitigated Negative Declaration

**Project:** 2110 Old Middlefield Way Gas Station

**Lead Agency:**

Phillip Brennan
City of Mountain View
Community Development Department
500 Castro Street
P.O. Box 7540
Mountain View, CA 94039-7540
Email: phillip.brennan@mountainview.gov
Phone Number: (650) 903-6306

**Project Proponents:**

Amin Salkhi
Grand Salkhi Properties, LLC
279 Cross Road, Alamo, CA 94507
Email: salkhi@yahoo.com
Phone Number: (510) 331-8405

**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 0.32-acre project site is located at 2110 Old Middlefield Way on the northwest corner of Old Middlefield Way and Rengstorff Avenue in the City of Mountain View (Assessor's Parcel Number [APN]: 147-07-048).

The project proposes a Development Review Permit and Conditional Use Permit to develop a vacant lot with an approximately 3,271-square-foot gas station comprised of three primary components: 1) a canopied fuel service bay with three dual gas pumps, 2) a 531-square-foot convenience store, and 3) a 652-square-foot automatic drive-through car wash.

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, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use/planning, mineral resources, noise, 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 determined the project would have potentially significant impacts on air quality and greenhouse gas emissions and implementation of the mitigation measure listed below would reduce impacts to a less than significant level.

**Mitigation Measure:**

**Air Quality/Greenhouse Gas Emissions**

**MM AIR-1.1:** The project shall develop a plan demonstrating that the off-road equipment used onsite to construct the project would achieve a fleet-wide average 45-percent reduction in DPM exhaust emissions or greater to be reviewed and approved by City staff. One feasible plan to achieve this reduction would include the following:

- 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 PM ($PM_{10}$ and $PM_{2.5}$), if feasible, otherwise:
    - 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 45 percent reduction in particulate matter exhaust in comparison to uncontrolled equipment; alternatively (or in combination).
- Alternatively, 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 45 percent or greater. Such construction operations plan would be subject to review by an air quality expert chosen by the City at cost to the Developer, and approved by the City prior to construction.

.

# TABLE OF CONTENTS



**Figures**

## Photos



## Tables



## Appendices

# 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 2110 Old Middlefield Way Gas Station 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, California.

The project proposes to construct a gas station with three primary components: 1) a fuel service bay, 2) a convenience store, and 3) an automatic drive-through car wash. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

## 1.2 PUBLIC REVIEW PERIOD

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

Phillip Brennan, Senior Planner
City of Mountain View
500 Castro Street, Mountain View, CA 94041
Email: phillip.brennan@mountainview.gov
Phone Number: (650) 903-6306

## 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

2110 Old Middlefield Way Gas Station

## 2.2 LEAD AGENCY CONTACT

Phillip Brennan, Senior Planner
City of Mountain View
500 Castro Street, Mountain View, CA 94041
Email: phillip.brennan@mountainview.gov
Phone Number: (650) 903-6306

## 2.3 PROJECT APPLICANT

Amin Salkhi
Grand Salkhi Properties, LLC
279 Cross Road, Alamo, CA 94507
Email: salkhi@yahoo.com
Phone Number: (510) 331-8405

## 2.4 PROJECT LOCATION

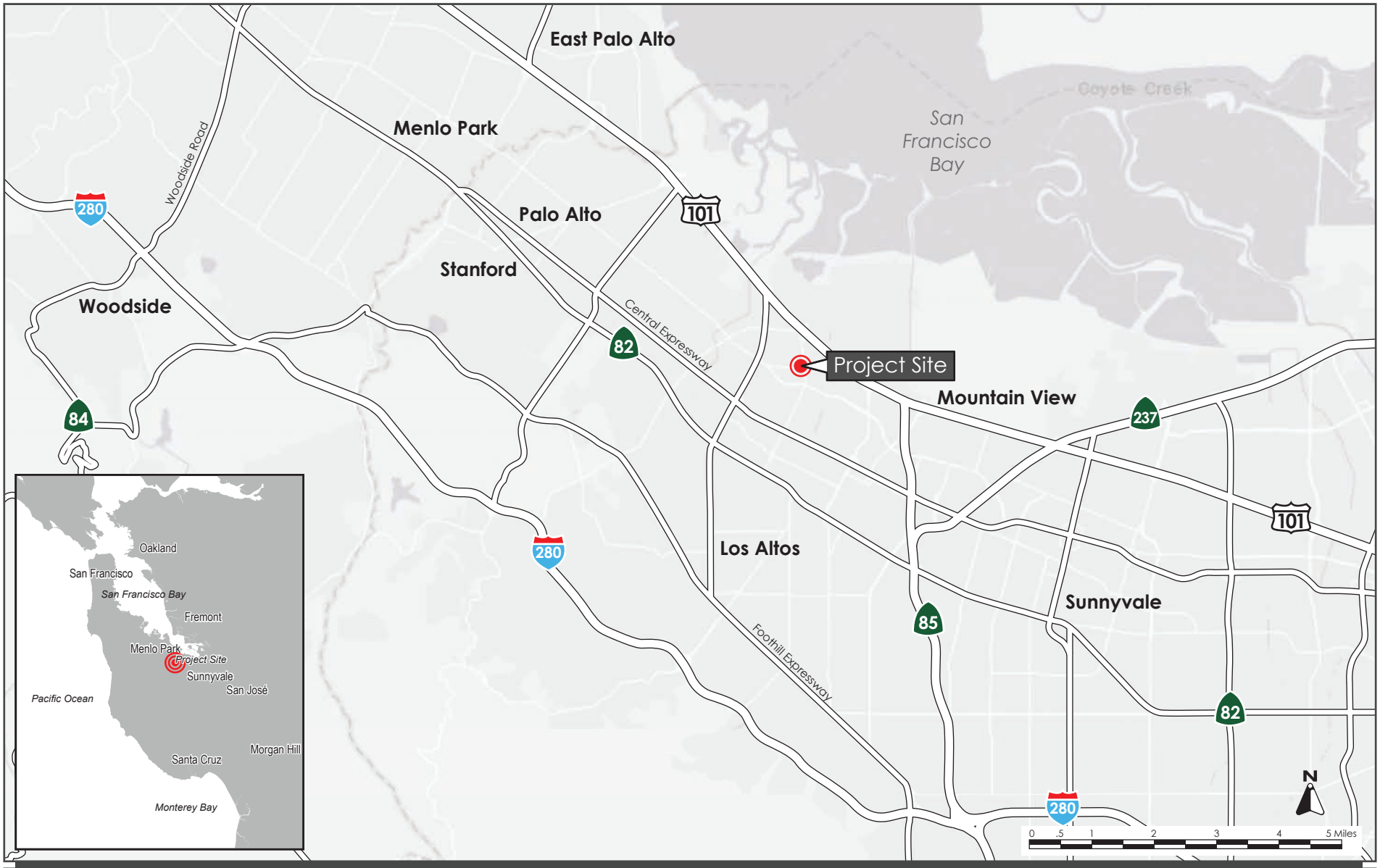
The approximately 0.32-acre project site is located at 2110 Old Middlefield Way on the northwest corner of Old Middlefield Way and Rengstorff Avenue in the City of Mountain View. Regional and vicinity maps of the site are shown below on Figure 2.6-1 and Figure 2.6-2, respectively, and an aerial photograph of the project site and the surrounding land uses is shown on Figure 2.6-3. The surrounding land uses include commercial (i.e., an auto repair shop and storage unit facility) to the north, residential (i.e., apartment building) to the east, commercial (i.e., a strip mall) to the south, and commercial (i.e., storage unit facility) to the west.

## 2.5 ASSESSOR'S PARCEL NUMBER

147-07-048

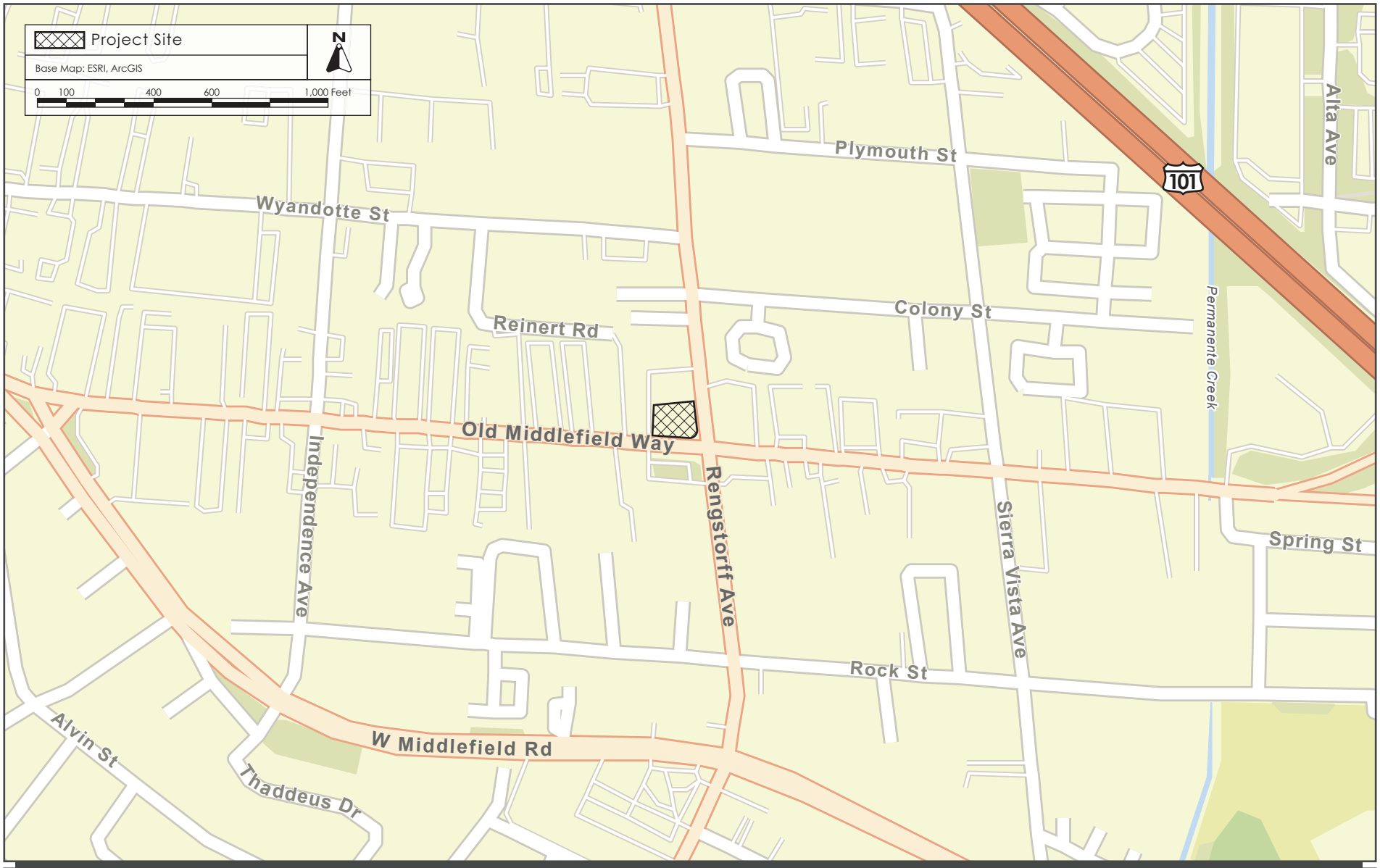
## 2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

**General Plan:** The project site has a General Plan land use designation of General Mixed-Use, which allows for a variety of uses including multi-family residential, office, commercial, and lodging. Development in this land use designation is allowed a maximum floor-area ratio (FAR) of 1.35 and residential uses are allowed a development density of up to 43 dwelling units per acre. Buildings up to three-stories in height are allowed in this land use designation.




REGIONAL MAP

FIGURE 2.6-1




VICINITY MAP

FIGURE 2.6-2


AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 2.6-3

**Zoning:** The project site is zoned CS (Commercial-Service), which allows service commercial and industrial uses such as automotive repair, retail and wholesale businesses, carpentry shops, veterinary clinics and similar and related compatible uses. The CS (Commercial-Service) zone allows a maximum FAR of 0.40 and does not set a maximum building height limit. Section 36.18.55 of the Mountain View Municipal Code contains other development standards for the CS (Commercial-Service) zoning district including setback and landscaping requirements. Gas stations with ancillary retail convenience store uses are conditionally allowed (Service Stations – Retail Sales) in the CS (Commercial-Service) zoning district requiring approval of a Conditional Use Permit.

## 2.7 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

- Development Review Permit
- Conditional Use Permit
- Building Permits (including on-site grading permits)
- Public Works Permits (off-site improvements, excavation, and utility connections)
- Bay Area Air Quality Management District (BAAQMD) Gas Dispensing Facility Permit

# SECTION 3.0 PROJECT DESCRIPTION

## 3.1 OVERVIEW

The approximately 0.32-acre project site (APN: 147-07-048) is a vacant lot used for construction equipment storage. The proposed project would construct an approximately 3,271-square-foot gas station comprised of three primary components: 1) a canopied fuel service bay with three dual gas pumps, 2) a 531-square-foot convenience store, and 3) a 652-square-foot automatic drive-through car wash.[1] The proposed project is described in further detail below. The proposed site plan is shown on Figure 3.2-1 and the proposed building elevations are shown on Figure 3.2-2.

## 3.2 PROJECT COMPONENTS

### 3.2.1 Fuel Service Bays

The project proposes installing three dual gas pumps in the proposed fuel service bay that would provide a total of six accessible pump stations on the southern portion of the parcel. The canopy covering the pump stations would have a maximum height of approximately 19.5 feet. Fuel for these pump stations would be stored in two underground storage tanks that would be installed as part of the project. These two double-wall fiberglass tanks would be approximately 38 feet long and 10 feet wide. No service bays for vehicle repair or maintenance are proposed on-site. The pump stations would be operational daily between the hours of 6:00 AM and 9:00 PM.

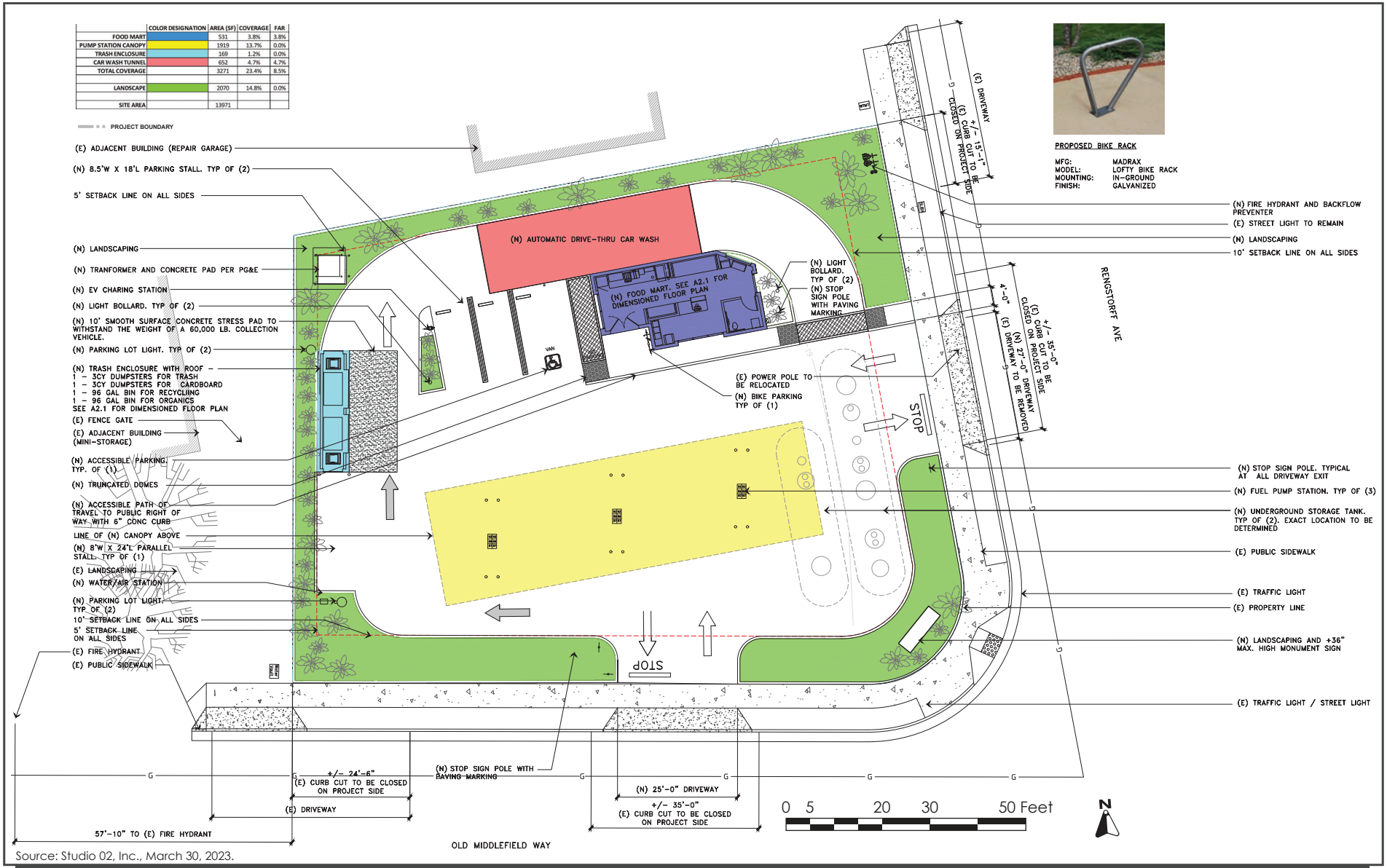
### 3.2.2 Convenience Store

The proposed project would construct a 531-square-foot convenience store with a maximum building height of 19 feet. This building would be connected to the proposed car wash tunnel on the northern portion of the parcel. The building would contain a register area for the cashier, one restroom, and space for the general merchandise (pre-packaged snacks and beverages) that would be sold on-site. The convenience store would be open daily between the hours of 7:00 AM and 9:00 PM.

### 3.2.3 Drive-through Car Wash

The proposed project would construct a 652-square-foot automatic drive-through car wash tunnel on the northern portion of the parcel. The car wash tunnel would be approximately 45 feet long, 14.5 feet wide, and 12 feet tall. The car wash would operate as an automatic drive-through with washing and drying, there would not be an area for any detailing or additional cleaning service (e.g., vacuums). The new car wash would be equipped with an International Drying Corporation 40 horsepower (HP) Stealth Predator Quiet Drying system and would be open daily between the hours of 7:00 AM and 9:00 PM.

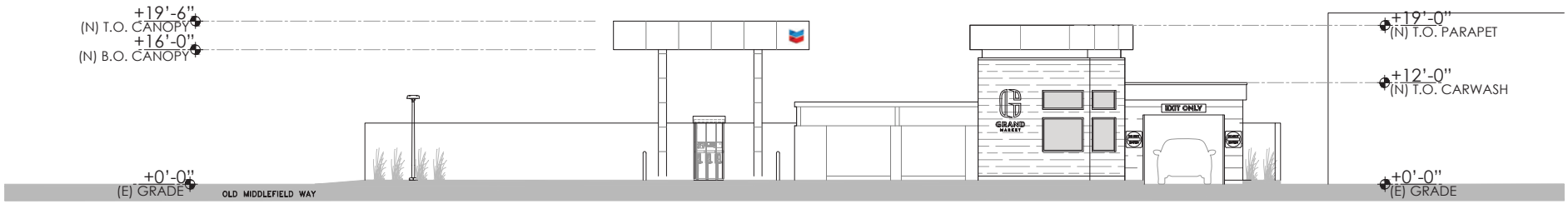
[1] Note, 3,271 square feet is the total gross building lot coverage, which includes ancillary structures such as the trash enclosure and canopy structure area over the fuel service bay. This square footage does not represent "floor area" as defined in the City's Municipal Code, but was utilized in this Initial Study to provide a more conservative analysis of the project impacts. Per the zoning code, only the retail floor area is used to determine floor area ratio (FAR) compliance.




Source: Studio 02, Inc., March 30, 2023.

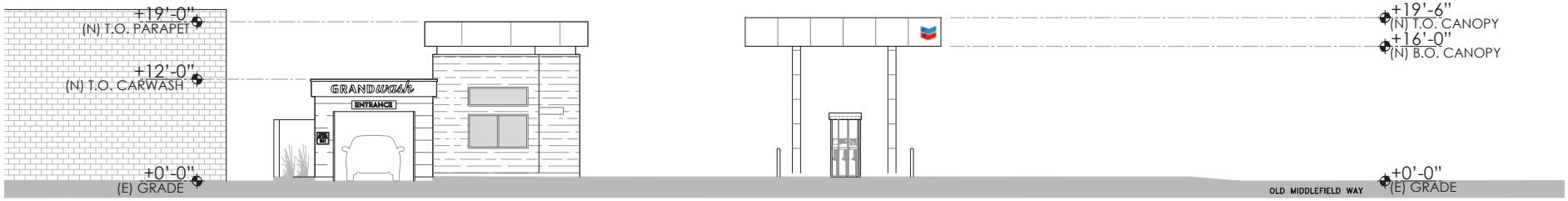
PROPOSED SITE PLAN

FIGURE 3.2-1

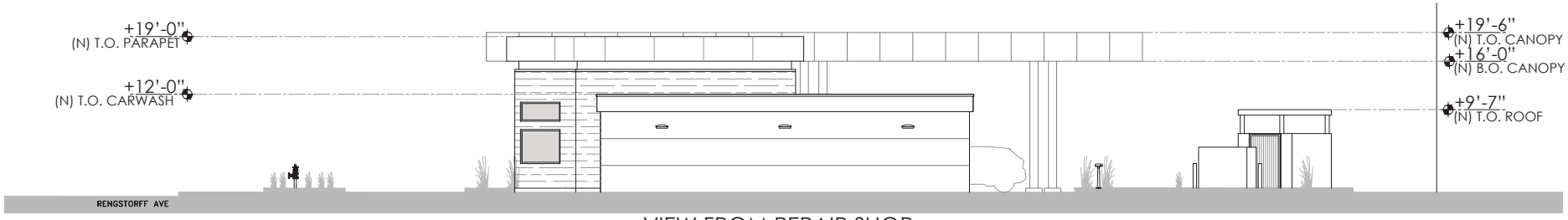



VIEW FROM RENGSTORFF AVENUE


VIEW FROM OLD MIDDLEFIELD WAY




VIEW FROM MINI-STORAGE




VIEW FROM REPAIR SHOP

Source: Studio 02, Inc., March 30, 2023.

PROPOSED BUILDING ELEVATIONS

FIGURE 3.2-2

### 3.2.4 Landscaping

The project site is currently vacant. There is no landscaping on the site. The project would plant 11 new trees, new shrubs, and groundcover on the project site, and an additional three street trees along the perimeter of the project site (refer to Figure 3.2-1). The landscaping would incorporate low to moderate water use plants and California native species throughout the project site.

## 3.3 SITE ACCESS AND CIRCULATION

Two driveways, one onto Rengstorff Avenue and one onto Old Middlefield Way, would provide ingress and egress to the proposed project. Both driveways would provide for two-way traffic. The driveway onto Rengstorff Avenue would be 27 feet wide and the driveway onto Old Middlefield Way would be 25 feet wide.

As shown on Figure 3.2-1, the proposed car wash building/tunnel would be located along the northern boundary of the project site and would be oriented west to east. Vehicles would enter the car wash queue along the western boundary before turning east to enter the car wash. Vehicles would then exit the car wash and turn south, and could use either the Rengstorff Avenue or Old Middlefield Way driveways for egress.

The project would have a total of four (4) off-street parking spaces and six (6) spaces serving the pump stations. Three (3) of the off-street spaces would be adjacent to the convenience store on the northern portion of the site, with an additional off-street space located next to air/water station in the southwest corner of the site. The stalls adjacent to the convenience store would consist of one (1) ADA compliant van stall and two (2) standard parking stalls, one (1) of which would have access to an electric vehicle (EV) charging station.

## 3.4 UTILITY CONNECTIONS AND RIGHT-OF-WAY IMPROVEMENTS

The project connects to existing water, sanitary sewer, and stormwater utility systems in the project area including the 12-inch water main, eight-inch sanitary sewer main, and 24-inch stormwater main in Old Middlefield Way, and the 48-inch stormwater main in Rengstorff Avenue. The project would widen sidewalks along the project frontage to 10-feet and improve the northwest street corner along Old Middlefield Way and Rengstorff Avenue by constructing an ADA compliant curb ramp. In addition, the project would plant three new street trees along the project frontage.

### 3.4.1 Construction

Project construction activities include site preparation, grading and excavation, building construction, architectural coatings, and paving. It is estimated that project construction would take a total of six months to complete and require excavation at a maximum depth of 20 feet below ground surface. The excavated soil and 16 cubic yards of imported fill would be used to balance the site. No soil off-haul is required. It is assumed that construction of the project would start in June 2023, and be completed in January 2024.

# 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.

## 4.1 AESTHETICS

### 4.1.1 Environmental Setting

#### 4.1.1.1 *Regulatory Framework*

**State**

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**

City of Mountain View 2030 General Plan

The City's 2030 General Plan (General Plan) is a comprehensive update to the 1992 General Plan and was adopted in 2012. The General Plan guides growth in the City by identifying goals, policies, and actions that regulate land use and ensure compliance with state and local laws. General Plan policies related to visual and aesthetic resources applicable to the proposed project include the following listed below.

| Policy | Description |
|---|---|
| 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:<br>• Encourage strong pedestrian-oriented design with visible, accessible entrances and pathways from the street.<br>• Encourage pedestrian-scaled design elements such as stoops, canopies and porches.<br>• Encourage connections to pedestrian and bicycle facilities.<br>• Locate buildings near the edge of the sidewalk.<br>• Encourage design compatibility with surrounding uses.<br>• Locate parking lots to the rear or side of buildings.<br>• Encourage building articulation and use of special materials to provide visual interest.<br>• Promote and regulate high-quality sign materials, colors and design that are compatible with site and building design.<br>• Encourage attractive water-efficient landscaping on the ground level. |
| LUD 9.6 | **Light and glare**. Minimize light and glare from new development. |

Mountain View City Code

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, and 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*

The 0.32-acre project site is located on the northwest corner of the intersection of Old Middlefield Way and Rengstorff Avenue. The site is a vacant lot used for construction equipment storage. An approximately six-foot tall chain-link fence surrounds the project site prohibiting access into the property. No trees are present on the site.

North of the project site on Rengstorff Avenue is an auto repair shop made of cinderblock construction. To the east of the site, across Rengstorff Avenue, is a three-story mixed-use apartment building with ground floor commercial uses. The mixed-use building is of contemporary design with a mix of stucco, wood, and metal siding. Minimal landscaping with trees and shrubs is along the frontage of the mixed-use building. To the south of the project site, across Old Middlefield Way, is a single-story strip mall with stucco siding, surface parking, and landscaping consisting of trees and shrubs. To the west of the project site is a two-story mini-storage building made of concrete and a metal roof. The mini-storage building wraps around the auto repair shop north of the project site. Photos of the project site and surrounding area are provided on the following pages.

The General Plan does not specify discrete scenic vistas within the City. Rather, the General Plan identifies views of the Santa Cruz Mountains to the south and west, as important to the visual character of the City.[2] There are no views of the Santa Cruz Mountains from the project site given the surrounding development blocking views. There are no state-designated scenic highways in Mountain View. Interstate 280 (I-280) from the San Mateo County line to State Route (SR) 17, which includes segments in Mountain View, is an eligible, but not officially designated, State Scenic Highway.[3]

[2] LSA Associates, Inc. *City of Mountain View Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* November 2011.
[3] California Department of Transportation. "Scenic Highways." Accessed January 26, 2023. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways.

Photo 1: View of project site facing northeast.

Photo 2: View of project site facing northwest.

Photo 3: View from project site facing south.

Photo 4: View from project site facing west.

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

### 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? [4] 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. (No Impact)**

As discussed in Section 4.1.1.2 Existing Conditions above, there are no scenic vistas in the project area. For this reason, the project would not impact a scenic vista. **(No Impact)**

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

As discussed above in Section 4.1.1.2 Existing Conditions, there are no state scenic highways within the City of Mountain View and the nearest eligible state scenic highway is I-280, which is located approximately four miles southwest of the project site. The project site is not visible from I-280; therefore, the project would not impact any scenic resources within a scenic highway. **(No Impact)**

[4] Public views are those that are experienced from publicly accessible vantage points.

| Impact AES-3: | The project would not conflict with applicable zoning and other regulations governing scenic quality. (Less than Significant Impact) |
|---|---|

The project would develop the site with a gas station, a convenience store, and an automatic drive-through car wash. The project would plant 11 new trees in addition to new shrubs and groundcover on and around the perimeter of the project site.

As discussed in Section 4.1.1.1 Regulatory Framework, 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 project would be subject to the City's development review process prior to submittal of construction drawings for a building permit. This review process includes a DRC public meeting to provide recommendations on the project design and ensure that the proposed architecture, design, and construction materials are consistent with the City's visual environment.

The project would be consistent with the General Plan polices identified in Section 4.1.1.1 Regulatory Framework by:

- Undergoing the City's design review process with the DRC to ensure the development is compatible with the neighborhood character and minimize light and glare (also see the discussion under Impact AES-4 about light and glare impacts); and
- Planting water-efficient landscaping around the perimeter of the project site.

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 buildings, residences, streetlights, and vehicles. Sources of daytime glare include building windows and vehicles. The proposed project would construct a gas station, a convenience store, and an automatic drive-through car wash, which would include exterior, nighttime security lighting. The interior lighting of the convenience store at night would also add to the neighborhood nighttime illumination.

The level of lighting associated with the proposed gas station, convenience store, and automatic drive-through car wash would be similar to the lighting for existing, surrounding residential and commercial development. In addition, glare-producing or reflective materials (e.g., glass or metal) are not proposed for the project exterior, except for standard windows. The exterior of the convenience store exterior and automatic drive-through car wash would be composed of composite wood siding panels (with wood and solid color finishes). Further, 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. 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 called Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.

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.[5] 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 vacant project site is located in an urban, developed area of the City of Mountain View and is zoned CS (Commercial-Service). The site is designated Urban and Built-Up by the Santa Clara County Important Farmland 2016 Map, which is defined as land occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel.[6] The project site is

[5] 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)).

[6] California Department of Conservation. *Santa Clara County Important Farmland 2016 Map*. September 2018.

not subject to a Williamson Act contract and the project site and surrounding sites are not zoned or used for agricultural or forestry purposes.[7]

### 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 project site is not designated as farmland by the FMMP. As described in Section 4.2.1.2 Existing Conditions above, the project site and surrounding sites are designated as Urban and Built-Up Land on the Santa Clara County Important Farmland Map. For these reasons, the proposed project would not convert designated farmland. **(No Impact)**

[7] "Forest Land" is defined as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timer, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. "Timberland" refers to land, other than land owned by the federal government and land designated as experimental forest land, which is available for and capable of growing a crop of commercial tree species used to produce timber or other products.

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

The project site is currently zoned CS (Commercial-Service). The site is not zoned for agricultural use or subject to a Williamson Act contract. Therefore, the project would not conflict with agricultural zoning 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)** |

The project site and surrounding sites are not zoned for forest land, timberland, or Timberland Production. For this reason, the proposed project would not conflict with forest land, timberland, or Timberland Production zoning. **(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)** |

The project site and surrounding sites are not used for forest land. For this reason, the project would not result in the loss or conversion of forest land. **(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)** |

See discussions under Impact AG-1 through Impact AG-4 above. The project site and surrounding sites are not used for agricultural uses or forest land. **(No Impact)**

## 4.3 AIR QUALITY

The following discussion is based, in part, on an Air Quality and Greenhouse Gas Assessment prepared by Illingworth & Rodkin, Inc. in February 2023. A copy of the report is included in Appendix A of this Initial Study.

### 4.3.1 Environmental Setting

#### 4.3.1.1 *Background Information*

**Criteria Pollutants**

Air quality in the Bay Area is assessed related to six common air pollutants (referred to as criteria pollutants), including ground-level ozone ($O_3$), nitrogen oxides ($NO_x$), particulate matter (PM), carbon monoxide (CO), sulfur oxides ($SO_x$), and lead.[8] Criteria pollutants are regulated because they result in health effects. An overview criteria pollutant sources and their associated health effects are summarized in Table 4.3-1. The most commonly regulated criteria pollutants in the Bay Area are discussed further below.

**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 | • Aggravation of respiratory and cardiovascular diseases<br>• Irritation of eyes<br>• Cardiopulmonary function impairment |
| Nitrogen Dioxide ($NO_2$) | Motor vehicle exhaust, high temperature stationary combustion, atmospheric reactions | • Aggravation of respiratory illness<br>• 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 | • Reduced lung function, especially in children<br>• Aggravation of respiratory and cardiorespiratory diseases<br>• Increased cough and chest discomfort<br>• 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 | • Cancer<br>• Chronic eye, lung, or skin irritation<br>• Neurological and reproductive disorders |

High $O_3$ levels are caused by the cumulative emissions of reactive organic gases (ROG) and $NO_X$. These precursor pollutants react under certain meteorological conditions to form high $O_3$ levels.

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

Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce $O_3$ levels. The highest $O_3$ levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources.

PM is a problematic air pollutant of the Bay Area. PM is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less ($PM_{10}$) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of $PM_{10}$ 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).[9] Chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the California Air Resources Board (CARB).

**Sensitive Receptors**

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

#### 4.3.1.2 *Regulatory Framework*

**Federal and State**

Clean Air Act

At the federal level, the United States Environmental Protection Agency (EPA) is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants (discussed previously), including PM, $O_3$, CO, $SO_x$, $NO_x$, and lead.[10] CARB is the state

[9] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed January 12, 2021. https://www.arb.ca.gov/research/diesel/diesel-health.htm.

[10] 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.

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 additional 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 $NO_X$.

**Regional**

2017 Clean Air Plan

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

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.

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

**Local**

City of Mountain View 2030 General Plan

General Plan policies related to air quality and applicable to the proposed project include the following listed below.

| 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. |
| MOB 10.2 | **Reducing travel demand.** Promote effective Transportation Demand Management programs for existing and new development. |

#### 4.3.1.3 *Existing Conditions*

The Bay Area is considered a non-attainment area for ground-level $O_3$ and $PM_{2.5}$ under both the federal Clean Air Act and state Clean Air Act. The area is also considered non-attainment for $PM_{10}$ under the state act, but not the federal act. The area has attained both state and federal ambient air quality standards for CO. As part of an effort to attain and maintain ambient air quality standards for $O_3$ and $PM_{10}$, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for $O_3$ precursor pollutants (ROG and $NO_x$), $PM_{10}$, and $PM_{2.5}$, and apply to both construction period and operational period impacts.

The project site is a vacant lot used for construction equipment storage and, therefore, generates a relatively small amount of air pollutant emissions. For the purposes of this analysis, it is conservatively assumed the project site does not generate any emissions. The nearest sensitive receptors to the project site are the multi-family residences to the east of the project site, across Rengstorff Avenue.

### 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? | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 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? | ☐ | ☐ | ☒ | ☐ |

Pursuant to 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 are identified in Table 4.3-2.

**Table 4.3-2: BAAQMD Air Quality Significance Thresholds**

| **Pollutant** | **Construction Thresholds** | **Operation Thresholds** | |
|---|---|---|---|
| | **Average Daily Emissions (pounds/day)** | **Annual Daily Emissions (pounds/year)** | **Annual Average Emissions (tons/year)** |
| **Criteria Air Pollutants** | | | |
| ROG, $NO_x$ | 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) | |

Note: ROG = reactive organic gases, NOx = nitrogen oxides, $PM_{10}$ = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less. µg/$m^3$ = micrograms per cubic meter air.

| 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) |
|---|---|

Project operation would not conflict with the 2017 CAP because it is considered an urban infill development project and would be served by existing multi-modal facilities including bicycle paths and transit with regional connections (refer to Section 4.17 Transportation for more details about the existing bicycle and transit facilities in the project area). In addition, the project would have emissions below the BAAQMD thresholds, as discussed below. Thus, the project is not required to incorporate project-specific control measures listed in the 2017 CAP. Further, 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. **(Less than Significant Impact)**

**Construction Period Emissions**

The BAAQMD CEQA Guidelines include screening criteria to provide lead agencies and project applicants with a conservative indication of whether a project would result in a potentially significant air quality impact. If a project proposes less development than the screening criteria, it can be conservatively assumed the project would not result in a significant air quality impact. The BAAQMD screening threshold for construction criteria pollutants for a convenience market with gas pumps is 277,000 square feet. The project proposes a 3,271 square-foot gas station with a convenience store and an automatic drive-through car wash tunnel, which is well below the screening threshold. Therefore, the project would not exceed BAAQMD thresholds for construction criteria air pollutants and results in less than significant construction air quality emissions.

In addition, the BAAQMD CEQA Air Quality Guidelines considers construction criteria air pollutant emissions impacts that are below BAAQMD thresholds to be less than significant with the incorporation of BAAQMD best management practices (BMPs). The project would implement the BAAQMD BMPs as a standard condition of approval to reduce fugitive dust emissions.

Standard Condition of Approval, with project-specific additions and recommendations from BAAQMD[12]:

- AIR QUALITY CONSTRUCTION MEASURES: The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by BAAQMD to reduce fugitive dust emissions. There shall be a designated on-site coordinator and monitor to ensure implementation of the below dust control measures. Emission reduction measures shall include, at a minimum, the following measures which also include additional measures identified in the project-specific air quality analysis and by BAAQMD:

[12] Note, these City standard air quality construction measures incorporate mitigation measure AQ-1 identified in the Air Quality and Greenhouse Gas Assessment prepared for the project.

- When the air quality index forecast exceeds 100 for particulates for the project area and the reading exceeds 100 for particulates by 10:00 a.m. for the project area, prohibit grading activities for that day.
- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
- Minimize the amount of excavated material or waste materials stored at the site or cover them with tarpaulin.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered and loaded material shall not extend above the walls or back of the truck bed.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Prohibit off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- 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 California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the City of Mountain View and the on-site coordinator/monitor 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.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph and visible dust extends beyond site boundaries.
- Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction adjacent to sensitive receptors. Wind breaks should have at maximum 50 percent porosity.
- Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.

- Avoid tracking of visible soil material on the public roadways by employing the following measures if necessary: (1) Site accesses to a distance of 100 feet from public paved roads shall be treated with 6 to 12-inch compacted layer of wood chips, mulch, or gravel and (2) washing truck tires and construction equipment of soil prior to leaving the site.
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.

**Operational Period Emissions**

Operational period criteria pollutant emissions associated with the project would be generated primarily from vehicles driven by future employees and customers. The BAAQMD CEQA Air Quality Guidelines also includes screening criteria for operational criteria air pollutants by land use type and size. The BAAQMD screening threshold for operational criteria pollutants for a convenience market with gas pumps is 4,000 square feet. The project proposes a 3,271 square-foot gas station with a convenience store and an automatic drive-through car wash tunnel, which is below the screening threshold. Thus, the project would not exceed BAAQMD thresholds for operational criteria air pollutants and would not result in a significant operational air quality impact.

**Community Health Risk**

Projects may result in impacts due to increased community health risk by introducing new sources of pollutant emissions during either construction or operation, or by introducing new sensitive receptors, including residents, to TAC emissions from existing sources.

Project operation would result in localized air pollutant emissions or TACs, due to the TACs contained in evaporating gasoline and traffic accessing the facility.

Construction and Operational Health Risk

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. Community risk impacts are addressed by predicting increased lifetime cancer risk, the increase in annual $PM_{2.5}$ concentrations and computing the Hazard Index (HI) for non-cancer health risks. The maximum modeled annual DPM and $PM_{2.5}$ concentrations, which includes both the DPM and fugitive $PM_{2.5}$ concentrations, were identified at nearby sensitive receptors, including the maximally exposed individual (MEI). The construction off-site MEI is shown on Figure 4.3-1.

Project operation would result in localized TAC emissions due to evaporating gasoline and vehicle traffic accessing the project site. The transfer and storage of gasoline results in evaporative emissions, which is made up of several pollutants considered TACs, specifically Benzene, Ethylbenzene, Toluene, and Xylenes. CARB and the California Air Pollution Control Officer's Association (CAPCOA) developed guidance and a screening tool to calculate the health risk values for gas stations (see Appendix A for additional detail). It is estimated that the project would generate 1,032 daily vehicle trips. The emissions of these trips were modeled using Caltrans version of the CARB EMFAC2017 emissions model, known as CT-EMFAC2017.


Source: Illingworth & Rodkin, Inc., February 14, 2023.

LOCATION OF OFF-SITE MEI

FIGURE 4.3-1

Table 4.3-3 summarizes the maximum cancer risks, $PM_{2.5}$ concentrations, and HI for project related construction and operational activities affecting the off-site MEI. The unmitigated maximum increased cancer risk from construction exceeds the BAAQMD single-source thresholds of greater than 10.0 per million. The maximum computed $PM_{2.5}$ concentration and HI do not exceed the BAAQMD single-source thresholds of greater than and 0.3 µg/m$^3$ and 1.0, respectively. The health risk at other nearby sensitive receptors would be lower than at the MEI.

**Table 4.3-3: Project Health Risk Impacts at the Off-Site MEIs**

| Source | | Cancer Risk* (per million) | Annual $PM_{2.5}$* (µg/m3) | Hazard Index |
|---|---|---|---|---|
| Project Construction | Unmitigated | **15.17** | 0.11 | 0.02 |
| | Mitigated* | 3.81 | 0.05 | <0.01 |
| Project Traffic | | 0.65 | 0.03 | <0.01 |
| Gasoline Screening Tool | | 0.77 | -- | 0.08 |
| Total/Maximum Project Impact | Unmitigated | **16.59** | 0.11 | 0.10 |
| | Mitigated* | 5.23 | 0.05 | 0.08 |
| *BAAQMD Single-Source Threshold* | | *>10.0* | *>0.3* | *>1.0* |
| **Exceed Threshold?** | Unmitigated | **Yes** | No | No |
| | Mitigated* | No | No | No |

* Assumes implementation of mitigation measure MM AQ-1.1 and standard condition of approval listed under Impact AIR-1
Source: Illingworth & Rodkin, Inc. *2110 Old Middlefield Way Gas Station Health Risk & Greenhouse Gas Assessment*. February 1, 2023.

**Mitigation Measure:**

**MM AIR-1.1[13]:** The project shall develop a plan demonstrating that the off-road equipment used onsite to construct the project would achieve a fleet-wide average 45-percent reduction in DPM exhaust emissions or greater to be reviewed and approved by City staff. One feasible plan to achieve this reduction would include the following:

- 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 PM ($PM_{10}$ and $PM_{2.5}$), if feasible, otherwise:
    - 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 45 percent reduction in particulate matter exhaust in comparison to uncontrolled equipment; alternatively (or in combination).

[13] Note, this mitigation measure is the same as mitigation measure AQ-2 identified in the Air Quality and Greenhouse Gas Assessment prepared for the project.

- Alternatively, 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 45 percent or greater. Such construction operations plan would be subject to review by an air quality expert chosen by the City at cost to the Developer, and approved by the City prior to construction.

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

Standard Condition of Approval:

- 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).

The project's construction health risk was modeled assuming the implementation of mitigation measure MM AIR-1.1 and the City's standard condition of approval identified under Impact AIR-1, and the results show that the project's maximum cancer risk from construction and operation would no longer exceed their respective significance thresholds. **(Less than Significant Impact with Mitigation Incorporated)**

Cumulative Health Risk

The geographic area for cumulative health risk 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 indicated existing sources of TACs within 1,000 feet of the project site with the potential to affect the MEI include vehicular traffic on Old Middlefield Way and Rengstorff Avenue (i.e., high-volume roadways) and four stationary sources (auto body shops). Table 4.3-4, below, summarizes the cumulative community risk at the off-site MEI from project construction and operation, vehicles traveling on Old Middlefield Way and Rengstorff Avenue, and stationary source emissions. The results show cumulative community risk at the off-site MEI would not exceed the cumulative-source threshold for cancer risk, $PM_{2.5}$, or HI. **(Less than Significant Impact)**

| Table 4.3-4: Health Risk Impacts from Combined Sources at Off-Site MEI | | | | |
|---|---|---|---|---|
| **Source** | | **Cancer Risk (per million)** | **Annual $PM_{2.5}$ ($\mu g/m_3$)** | **Hazard Index** |
| Total/Maximum Project Impact | Unmitigated | **16.59** | 0.11 | 0.10 |
| | Mitigated* | 5.23 | 0.05 | 0.08 |
| Old Middlefield Way | | 1.71 | 0.16 | <0.01 |
| Rengstorff Avenue | | 2.28 | 0.23 | <0.01 |
| Dave's Body Shop (Facility ID #16108, Auto Body) | | -- | -- | <0.01 |
| Bedford Auto Body (Facility ID #1127, Auto Body) | | -- | -- | <0.01 |
| Caliber Collision Center (Facility ID #1127, Auto Body) | | -- | -- | <0.01 |
| Service King Body & Paint (Facility ID #1127, Auto Body) | | -- | -- | <0.01 |
| Cumulative Total | Unmitigated | 20.58 | 0.50 | <0.14 |
| | Mitigated* | 9.22 | 0.44 | <0.14 |
| *BAAQMD Cumulative-Source Threshold* | | *>100* | *>0.8* | *>10.0* |
| **Exceed Threshold?** | Unmitigated | No | No | No |
| | Mitigated* | No | No | No |
| * Assumes implementation of mitigation measure MM AIR-1.1 and standard condition of approval listed under Impact AIR-1 | | | | |
| Source: Illingworth & Rodkin, Inc. *2110 Old Middlefield Way Gas Station Health Risk & Greenhouse Gas Assessment*. February 1, 2023. | | | | |

**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)**

As discussed in Section 4.3.1.3 Existing Conditions, the Bay Area is considered a non-attainment area for ground-level $O_3$, $PM_{2.5}$, and $PM_{10}$ under federal and/or state acts. As part of an effort to attain and maintain ambient air quality standards for $O_3$, $PM_{2.5}$, and $PM_{10}$, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for $O_3$ precursor pollutants (ROG and $NO_X$), $PM_{10}$, and $PM_{2.5}$, and apply to both construction period and operational period impacts. As discussed under Impact AIR-1, the project's construction and operational period criteria pollutant emissions are below the screening criteria included in the BAAQMD CEQA Guidelines; therefore, the project would have a less than significant increase in criteria pollutants with the implementation of the identified standard condition of approval (i.e., BAAQMD BMPs). **(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) |
|---|---|

**Health Effects from Project Criteria Air Pollutant Emissions**

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 under Impact AIR-1, the project's construction and operational period criteria pollutant emissions are below the screening criteria included in the BAAQMD CEQA Guidelines. Therefore, with the implementation of the identified standard condition of approval (i.e., BAAQMD BMPs), the project's criteria pollutant emissions are considered less than significant and would have no adverse health effect. **(Less than Significant Impact)**

**Community Health Risk**

As discussed under Impact AIR-1, the project with the implementation of mitigation measure MM AIR-1.1 would not result in a significant community health risk impact. **(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) |
|---|---|

The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable by adjacent receptors; however, the odors from these emissions would be localized and temporary and would not affect a substantial number of people. Additionally, the project would implement BAAQMD BMPs as a standard condition of approval under Impact AIR-1, which include measures that would reduce odor generated during construction.

BAAQMD has identified a variety of land uses and types of operations that would produce emissions that may lead to odors in their CEQA Air Quality Guidelines. Some of the identified land uses include wastewater treatment plants, sanitary landfills, food processing facilities, coffee roasters, compositing

facilities, and confined animal facility/feed lot/dairy facility. The proposed project would construct a gas station, convenience store, and car wash, which do not fall under any of the land uses BAAQMD has identified. For these reasons, implementation of the proposed project would not result in significant odors affecting a substantial number of people. **(Less than Significant Impact)**

## 4.4 BIOLOGICAL RESOURCES

### 4.4.1 Environmental Setting

#### 4.4.1.1 *Regulatory Framework*

**Federal and State**

Endangered Species Act

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

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

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. The taking and killing of birds resulting from an activity is not prohibited by the MBTA when the underlying purpose of that activity is not to take birds.[14] Nesting birds are considered special-status species and are protected by the USFWS. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Sensitive Habitat Regulations

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

[14] United States Department of the Interior. "Memorandum M-37050. The Migratory Bird Treaty Act Does Not Prohibit Incidental Take." Accessed November 22, 2020. https://www.doi.gov/sites/doi.gov/files/uploads/m-37050.pdf.

Fish and Game Code Section 1602

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

**Regional and Local**

City of Mountain View 2030 General Plan

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

| Policy | Description |
|---|---|
| INC 16.3 | **Habitat.** Protect and enhance nesting, foraging and 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. |

Mountain View City Code

The City of Mountain View City Code includes a Tree Preservation Ordinance to protect all trees designated as Heritage trees (Chapter 32, Article 2 of the City Code). A Heritage tree is defined as any one of the following:

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

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

#### 4.4.1.2 *Existing Conditions*

The project site is a vacant lot used for construction equipment storage and is surrounded by urban development. The site is mostly paved, with only grass and weeds growing around the perimeter. There are no trees on the site. The site does not contain a wildlife nursery site, sensitive habitats, or waters/wetlands, nor is it suitable as a wildlife corridor. The nearest waterway is Permanente Creek, which is located approximately 0.35-miles east of the site. Urban development (roadways, buildings, parking lots) are located between the project site and Permanente Creek.

### Special-Status Plants

According to the California Natural Diversity Database (CNDDB), one special-status plant species has been recorded to occur within the Mountain View topographic quadrangle.[15] This federally endangered plant, the California seablite (*Suaeda californica*), does not occur on-site as it grows in restricted areas within the intertidal zone of salt marshes. There are no salt marshes on or near the project site.

### Special-Status Wildlife Species

According to the CNDDB, five special-status wildlife species have been recorded to occur within the Mountain View topographic quadrangle.[16] These include the western bumble bee (*Bombus occidentalis*), bald eagle (*Haliaeetus leucocephalus*), California least tern (*Sternula antillarum browni*), California Ridgways rail (*Rallus obsoletus obsoletus*), and the salt-marsh harvest mouse (*reithrodontomys raviventris*). Western bumble bees depend on habitats with rich floral resources throughout the nesting season.[17] Bald eagles winter in California and typically found near lakes, reservoirs, rivers, and some rangelands and coastal wetlands.[18] The California least tern and California Ridgways rail are found along freshwater or saltwater marshes. The salt-marsh harvest mouse is found along saltwater marshes. There are no floral resources or freshwater or saltwater marshes on-site; therefore, there is no suitable habitat for western bumble bees, California least tern, California Ridgways rail, or salt-marsh harvest mouse. There are no trees on the project site; therefore, no Bald eagles could potentially nest on the project site.

## 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? | ☐ | ☐ | ☒ | ☐ |

[15] California Department of Fish and Wildlife. "CNDDB Maps and Data." Accessed February 1, 2023. https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data#43018410-cnddb-quickview-tool.
[16] Ibid.
[17] Washington Department of Fish and Wildlife. "Western Bumble Bee". Accessed February 1, 2023. https://wdfw.wa.gov/species-habitats/species/bombus-occidentalis#desc-range.
[18] California Department of Fish and Wildlife. "Bald Eagles in California". Accessed February 1, 2023. https://wildlife.ca.gov/Conservation/Birds/Bald-Eagle#:~:text=Bald%20eagles%20in%20winter%20may,reservoirs%2C%20lakes%2C%20and%20rivers..

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 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)**

**Special-Status Species**

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. The project site does not contain any trees; however, there are trees adjacent to the project site. The adjacent trees could provide nesting habitat for birds, including migratory birds and raptors. Nesting migratory birds and raptors are protected under provisions of the MBTA and California Fish and Game Code Sections 3503, 3503.5, and 2800. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. 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, which would constitute an impact.

In compliance with the MBTA and California Fish and Game Code, the proposed project shall implement the following City standard conditions of approval, to reduce or avoid construction-related impacts to nesting migratory birds and raptors.

Standard Condition of Approval:

- 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 seven 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 feet 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 seven days or more and then resumes during the nesting season, an additional survey shall be completed to avoid impacts on active bird nests that may be present.

Implementation of the above standard condition of approval would reduce impacts to nesting birds to a less than significant level by either starting construction outside of the nesting bird season (which would avoid impacts to nesting birds) or completing surveys and establishing buffer zones around nesting birds to protect them until the nest is no longer active or the nesting season ends, if construction would occur during the nesting season. **(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 is a vacant lot that is mostly paved with grasses and weeds growing around the site perimeter. The site is surrounded by development. There are no sensitive habitats (e.g., riparian habitat, areas of high biological diversity, areas providing important wildlife habitat, or unusual or regionally restricted habitat types) on or adjacent to the site. For these reasons, the proposed development of the project site would have no impact on riparian habitat or other sensitive natural community. **(No Impact)**

| | |
|---|---|
| **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)** |

As described in Section 4.4.1.2 Existing Conditions, there are no state or federally protected wetlands on or adjacent to the project site. The proposed project, therefore, would not impact 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. (No Impact)** |

Because the project site is a vacant lot 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 standard condition of approval 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. **(No Impact)**

| | |
|---|---|
| **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 project would be consistent with General Plan policies INC 16.3 and 16.6 by:

- Implementing preconstruction nesting bird surveys to protect special-status bird species; and
- Planting California native plants.

Based on the above discussion, the project would not conflict with General Plan policies related to biological resources. **(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 within an adopted Habitat Conservation Plan or Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(No Impact)**

## 4.5 CULTURAL RESOURCES

The following discussion is based on an Archaeological Sensitivity Analysis completed by Archaeological/Historical Consultants in December 2022. A copy of the analysis, which is a confidential document, is on file at the City of Mountain View Community Development Department and is available upon request with appropriate credentials.

### 4.5.1 Environmental Setting

#### 4.5.1.1 *Regulatory Framework*

**Federal and State**

National Historic Preservation Act

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

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.[19]

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. To be eligible for listing in the CRHR, the resource must be found significant under one of the following criterions:

[19] California Office of Historic Preservation. "CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6." March 14, 2006.

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

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.

**Local**

City of Mountain View 2030 General Plan

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

| Policy | Description |
|---|---|
| LUD 11.5 | **Protect important archaeological and paleontological sites.** Utilize the development review process to identify and protect archaeological and paleontological deposits. |
| LUD 11.6 | **Protect Human Remains.** Utilize the development review process to identify and protect human remains and follow the appropriate procedures outlined under Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. |

Mountain View City Code

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 criteria of listing in the Mountain View Register is similar to the CRHR and is as follows:

A. 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;
B. Is the site of a significant historic event in the city's past;
C. 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; or
D. Has yielded, or may be likely to yield, information important to the city's prehistory or history.

### 4.5.1.2 *Existing Conditions*

**Prehistoric Resources**

Mountain View is situated within territory once occupied by Costanoan (also commonly referred to as Ohlone) language groups. Mountain View lies on the approximate ethnolinguistic boundary between the Tamien and Ramaytush languages. No cultural resources are recorded within the project area, according to the archaeological literature review and Native American consultation report completed for the project.[20] Areas that are near natural water sources, e.g., riparian corridors and tidal marshland, should be considered of high sensitivity for prehistoric archaeological deposits and associated human remains. The project site is approximately 0.35-mile west of channelized Permanente Creek and is considered to have low sensitivity for archaeological resources.[21]

**Historic Resources**

The project site is a vacant lot and, therefore, contains no historic structures. There are no surrounding properties listed on the NRHP or CRHR.[22,23] One building located in Heritage Park at 771 Rengstorff Avenue, approximately 500 feet southeast of the project site, is listed on the Mountain View Register of Historic Resources.[24] This property contains a single-story, wood-sided building called the Immigrant House. This building is located in the middle of Heritage Park and is not visible from the project site.

[20] Archaeological/Historical Consultants. *Archaeological Sensitivity Analysis for 2110 Old Middlefield Way, Mountain View.* December 2022.
[21] Ibid.
[22] National Park Service. "National Register Database and Research". Accessed February 1, 2023. https://www.nps.gov/subjects/nationalregister/database-research.htm.
[23] State Office of Historic Preservation. "Built Environment Resource Directory". Accessed February 1, 2023. https://ohp.parks.ca.gov/?page_id=30338.
[24] City of Mountain View. *Mountain View Register of Historic Resources*. September 20, 2017.

### 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. (Less than Significant Impact)**

As discussed in Section 4.5.1.2 Existing Conditions, the project site is a vacant lot and contains no historic resources. The nearest recorded historic resource (i.e., the Immigrant House) is located approximately 500 feet southeast of the project site within Heritage Park and is not visible from the project site. Construction of the proposed project would not affect the Immigrant House, nor would it affect the character of Heritage Park as a whole. For these reasons, the project would have a less than significant impact on historic resources. **(Less than Significant 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)**

Based on the findings of the Archaeological Sensitivity Analysis completed for the project, the potential for archaeological resources to be present at the project is considered low. Although the likelihood of encountering buried cultural resources is low, the disturbance of these resources, if they are encountered during excavation and construction, could create an impact. The project would be required to comply with the following City standard condition of approval to avoid or reduce impacts to unknown cultural resources.

Standard Condition of Approval:

- 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 be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert-flaked stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment

(e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse.

If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, shall develop a treatment plan that could include site avoidance, capping, or data recovery.

In addition, the project would be required to implement the following conditions of approval.

Condition of Approval:

- NATIVE AMERICAN ARCHAEOLOGICAL MONITORING: A Native American archaeological monitor shall be present for all ground-disturbing activities throughout the project construction process.
- CULTURAL SENSITIVITY TRAINING: As required during the Tribal Consultation process for the project, Cultural Sensitivity Training shall be provided to the construction crews at the beginning of the project to aid those involved in the project to become more familiar with the indigenous history of peoples in the vicinity of the project site.

With implementation of the above standard condition of approval, the proposed project would result in a less than significant impact to unknown archaeological resources by halting work if resources are discovered, notifying and consulting appropriate parties, and implementing measures to avoid significantly impacting the resource. **(Less than Significant Impact)**

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

As discussed under Impact CUL-2, the likelihood of encountering buried cultural resources (including human remains) at the project site is low. The project would be required to comply with the City's standard conditions of approval, including the following to avoid or reduce impacts to unknown human remains.

Standard Condition of Approval:

- DISCOVERY OF HUMAN REMAINS: In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50' radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the 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 their 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.

With implementation of the above standard condition of approval, the proposed project would result in a less than significant impact to unknown human remains by stopping construction in the vicinity of any found remains, initiating a formal process for final disposition of the remains, and requiring verification of the mitigation and monitoring process by the City's Community Development Director. **(Less than Significant Impact)**

## 4.6 ENERGY

The following discussion is based in part on an Air Quality and Greenhouse Gas Assessment prepared by Illingworth & Rodkin, Inc. in February 2023. A copy of the report is included in Appendix A of this Initial Study.

### 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 an executive order, 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 $CO_2$ 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.[25] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[26]

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.

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.[27]

**Local**

City of Mountain View 2030 General Plan

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

| Policy | Description |
|---|---|
| LUD-10.5 | **Building energy efficiency.** Incorporate energy-efficiency design features and materials into new and remodeled buildings. |
| LUD 10.9 | **Sustainable roofs**. Encourage sustainable roofs to reduce a building's energy use, reduce the heat island effect of new and existing development and provide other ecological benefits. |

Greenhouse Gas Reduction Program

The City of Mountain View certified the General Plan Program EIR (SCH #2011012069) and adopted the Greenhouse Gas Reduction Program (GGRP) in July 2012. The GGRP is a separate but complementary document to the General Plan that implements the long-range GHG emissions reduction goals of the General Plan and serves as a programmatic GHG reduction strategy for CEQA tiering purposes. The GGRP includes goals, policies, performance standards, and implementation measures for achieving GHG emissions reductions, to meet the requirements of AB 32. The program

[25] California Building Standards Commission. "California Building Standards Code." Accessed February 1, 2023. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.
[26] California Energy Commission (CEC). "2019 Building Energy Efficiency Standards." Accessed February 1, 2023. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency.
[27] California Air Resources Board. "The Advanced Clean Cars Program." Accessed February 1, 2023. https://www.arb.ca.gov/msprog/acc/acc.htm.

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.

Mountain View Green Building Code and Reach Code

The Mountain View Green Building Code (MVGBC) amends the state-mandated CalGreen standards to include local green building standards and requirements for private development. The MVGBC 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. Additionally, development projects subject to CalGreen requirements are required to divert at least 65 percent of construction debris from landfills.

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.

City of Mountain View Construction and Demolition Ordinance

According to the City's Construction and Demolition Ordinance, all new development projects are required to recycle and/or salvage for re-use a minimum of 65 percent of nonhazardous construction or demolition debris. 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 6,956.6 trillion British thermal units (Btu) in the year 2020, the most recent year for which this data was available.[28] 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 21.8 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.[29] 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 2020 was consumed primarily by the non-residential sector (73 percent), followed by the residential sector consuming 24 percent. In 2020, a total of approximately 16,435 gigawatt hours (GWh) of electricity was consumed in Santa Clara County.[30]

[28] United States Energy Information Administration. "State Profile and Energy Estimates, 2020." Accessed February 1, 2023. https://www.eia.gov/state/?sid=CA#tabs-2.
[29] Ibid.
[30] California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed February 1, 2023. http://ecdms.energy.ca.gov/elecbycounty.aspx.

The community-owned Silicon Valley Clean Energy (SVCE) is the electricity provider for the City of Mountain View.[31] 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 100 percent GHG-emission free.

The project site is a vacant lot used for construction equipment storage and, therefore, generates little to no electricity demand.

**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.[32] In 2021 residential and commercial customers in California used 33 percent of the state's natural gas, power plants used 0.01 percent, the industrial sector used 33 percent.[33] In 2020, Santa Clara County used less than one percent of the state's total consumption of natural gas.[34]

The project site is a vacant lot used for construction equipment storage and, therefore, generates little to no natural gas demand.

**Fuel for Motor Vehicles**

In 2020, California produced 144.2 million barrels of crude oil and in 2019, 19.2 billion gallons of gasoline were sold in California. [35] [36] 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 25.4 mpg in 2020.[37] 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,

[31] Silicon Valley Clean Energy. "Frequently Asked Questions." Accessed February 1 ,2023. https://www.svcleanenergy.org/faqs.
[32] California Gas and Electric Utilities. 2020 *California Gas Report.* Accessed February 1, 2023. https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf.
[33] United States Energy Information Administration. "Natural Gas Consumption by End Use. 2021." Accessed February 1, 2023. https://www.eia.gov/state/?sid=CA#tabs-2.
[34] California Energy Commission. "Natural Gas Consumption by County." Accessed May 31, 2022. http://ecdms.energy.ca.gov/gasbycounty.aspx.
[35] U.S. Energy Information Administration. "Petroleum & Other Liquids, California Field Production of Crude Oil." September 30, 2020. https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=pet&s=mcrfpca1&f=a
[36] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed February 1, 2023. https://www.cdtfa.ca.gov/dataportal/dataset.htm?url=VehicleTaxableFuelDist.
[37] United States Environmental Protection Agency. "The 2021 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." November 2021. https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1010U68.pdf

was updated in April 2022 to require all cars and light duty trucks achieve an overall industry average fuel economy of 49 mpg by model year 2026. [38,39]

The project site is a vacant lot used for construction equipment storage and, therefore, generates little to no gasoline demand.

### 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? | ☐ | ☐ | ☒ | ☐ |

**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)**

**Construction**

Construction of the proposed project would require energy for the manufacture and transportation of building materials, preparation of the project site (e.g., excavation and grading), and the construction of the gas station and car wash. 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 standard condition of approval which include requirements for restricting equipment idling times and requiring 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 the City's requirements to reuse or recycle a minimum of 65 percent of nonhazardous construction and demolition waste, 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)**

[38] United States Department of Energy. *Energy Independence & Security Act of 2007.* Accessed February 1, 2023. http://www.afdc.energy.gov/laws/eisa.

[39] United States Department of Transportation. USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026." Accessed February 1, 2023. https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026

### Operations

Operation of the project would consume energy for building heating and cooling, lighting, appliance use, and vehicle trips to and from the project site. Energy consumption for the proposed project was estimated using CalEEMod standard assumptions. The project is estimated to use approximately 35,687 kWh of electricity and 72,992 gallons of gasoline annually.[40]

The project would be built to CALGreen requirements, Title 24 energy efficiency standards, and MVGBC, all of which would improve the energy efficiency of the overall project. The MVGBC requires nonresidential projects, including the proposed project, meet the intent of Leadership in Energy or Environmental Design (LEED) Gold certified and incorporate energy and emissions reduction features, such as:

- **Electric Building:** The project would not use natural gas and all appliances (cooking, heating, dryers, etc.) would be electric.
- **Electric Vehicle Charging:** The project would include electric vehicle chargers.
- **Resource Efficient Landscaping:** The project would plant drought tolerant and native species for landscaping.

Because the project would adhere to current building codes and energy efficiency standards, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy. **(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)** |
|---|---|

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, as required under MVGBC standards, the project would be designed to meet or exceed state mandated Title 24 energy efficiency and CALGreen standards, and achieve LEED Gold certification equivalency. The project design would also be consistent with the City's GGRP and General Plan polices LUD-10.5 and LUD 10.9. For these reasons, the proposed project would not obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

[40] Illingworth & Rodkin, Inc. *2110 Old Middlefield Way Gas Station Health Risk & Greenhouse Gas Assessment*. February 1, 2023.

## 4.7 GEOLOGY AND SOILS

The following discussion is based, in part, on a Phase I Environmental Site Assessment (ESA) and Phase II ESA prepared by Odic Environmental, in January 2022 and November 2022, respectively, and a peer review prepared by Cornerstone Earth Group, in January 2023. Copies of these reports are included in Appendix **B** 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**

City of Mountain View 2030 General Plan

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

| Policy | Description |
|---|---|
| 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. |

Mountain View City Code

The City of Mountain View has adopted the CBC, with amendments, as the reference building code for all projects in the City under Chapter 8 of the City Code. The City of Mountain View's Building Inspection Division is responsible for reviewing plans, issuing building permits, and conducting field inspections. Project-specific geotechnical investigation reports are required for projects as a City standard condition of approval. Reports are reviewed by the City of Mountain View's Building Inspection Division prior to issuance of building permits to ensure compliance.

### 4.7.1.2 *Existing Conditions*

**On-Site Geology**

Soils

The project site is generally underlain by alluvial deposits with alternating fine- and coarse-grained soil types. Fine-grained silt, silty clay, and clay soils are the primary soils near the surface, with coarse-grained clayey sands and silty gravels found at depth.[41] The soils in the project area are moderately to highly expansive.[42]

[41] Odic Environmental. *Phase I Environmental Site Assessment, 2110 Old Middlefield Road Mountain View, CA 94043*. January 1, 2022.
[42] U.S. Department of Agriculture Natural Resources and Conservation Service. "Web Soil Survey". Accessed February 1, 2023.

Site Topography

The project site is relatively flat and the risk of erosion or landslide is low. There are no hillsides or steep embankments on or adjacent to the project site that require consideration for development. The elevation of the site is approximately 20 feet above mean sea level.[43]

Groundwater

The project site is located in the Santa Clara Valley Subbasin, a groundwater subbasin that is 297 square miles in area. Groundwater at the project site is estimated to be approximately seven to nine feet below ground surface (bgs).[44] The project site is not located within or adjacent to any groundwater recharge facilities used by Valley Water.

**Seismic and Seismic-Related Hazards**

Earthquake Faults

The project site is located within the seismically active San Francisco Bay region. Nearby active faults include the Monte Vista Fault (approximately four miles to the southwest), San Andreas Fault (approximately seven miles to the southwest) and Crosley Fault (approximately 12 miles to the east). The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone.[45]

Liquefaction

Soil liquefaction can be defined as ground failure or loss of strength that causes otherwise solid soil to take on the characteristics of a liquid. This phenomenon is triggered by earthquake or ground shaking that causes saturated or partially saturated soils to lose strength, potentially resulting in the soil's inability to support structures. The project site is located within a State of California liquefaction hazard zone.[46]

Other Geological Hazards

The project site is not located within a geologic hazard zone for compressible soil, landslides, lateral spreading, or fault rupture.[47]

**Paleontological Resources**

There have been no recorded fossils discovered within the City of Mountain View, though two fossils have been discovered outside of the Mountain View City limits (the location of one of these deposits is not known; however, the location of the other deposit is identified as approximately two miles west

[43] Odic Environmental. *Phase I Environmental Site Assessment, 2110 Old Middlefield Road Mountain View, CA 94043*. January 1, 2022.
[44] Odic Environmental. *Phase II Environmental Site Assessment, 2110 Old Middlefield Road Mountain View, CA 94043*. November 30, 2022.
[45] California Department of Conservation. Earthquake Zones of Required Investigation. Accessed May 31, 2022. https://maps.conservation.ca.gov/cgs/EQZApp/app/.
[46] County of Santa Clara. Geologic Hazard Zone Map. October 26, 2012.
[47] Ibid.

of the City's sphere of influence).[48] Fossiliferous deposits could exist in the City. Soils at the project site could have paleontological sensitivity.

### 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? | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☒ | ☐ |

[48] City of Mountain View. *Draft General Plan and Greenhouse Gas Reduction Program, Draft EIR*. November 2011. Page 470.

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

The project site is not located within the Alquist-Priolo special study zone.[49] However, the project site is located in a seismically active region, and as such, strong to very strong ground shaking would be expected during the lifetime of the proposed project. While no active faults are known to cross the project site (thus, fault rupture would not occur), ground shaking on the site could damage structures and threaten future occupants of the proposed development. Additionally, the project site is located in a liquefaction hazard area.[50] Due to the relatively flat topography of the site and surrounding areas, the project would not be subject to substantial slope instability or landslide related hazards.

The proposed project would be designed and constructed in accordance with CBC requirements and General Plan Policies PSA 4.2, PSA 5.1, and PSA 5.2, and will implement the following standard condition of approval.

Standard Condition of Approval:

- GEOTECHNICAL REPORT: The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of California Geological Survey (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.

With implementation of the above standard condition of approval, and consistency with CBC and local policies, the project would result in a less than significant impact from seismic and seismic-related hazards by completing a design-level geotechnical investigation and implementing the recommendations that would include construction and design measures to reduce seismic and seismic related hazards (including lateral spreading and expansive soils) to acceptable levels. **(Less than Significant Impact)**

[49] California Department of Conservation. Earthquake Zones of Required Investigation. Accessed February 1, 2023. https://maps.conservation.ca.gov/cgs/EQZApp/app/.
[50] County of Santa Clara. Geologic Hazard Zone Map. October 26, 2012.

**Impact GEO-2: The project would not result in substantial soil erosion or the loss of topsoil. (Less than Significant Impact)**

During project construction, soil could be exposed to erosion from wind and surface water runoff. The project would be required to implement the following standard condition of approval to avoid and reduce soil erosion impacts during construction.

Standard Condition of Approval:

- CONSTRUCTION SEDIMENT AND EROSION CONTROL PLAN: The applicant shall submit a written plan acceptable to the City which shows controls that shall 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.

With implementation of the above standard condition of approval, the proposed project would have a less than significant soil erosion impact by requiring the installation of erosion controls during construction. **(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)**

Given the proximity (approximately four miles) of seismically active faults to the project site, seismic ground shaking could result in differential settlement. Implementation of the standard condition of approval discussed under Impact GEO-1 would reduce geology impacts of seismic-related hazards to a less than significant level by preparing a design-level geotechnical investigation and implementing the recommendations in the report to properly design and engineer the project to prevent seismic and seismic related hazards and addresses undocumented fill on-site. Furthermore, the project site does not contain steep slopes subject to landslide potential and is not located within a liquefaction hazard zone.

Valley Water actively monitors 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 develop urban uses 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 nine feet bgs and the maximum excavation depth of 20 feet. The City standard condition of approval discussed under Impact GEO-1 includes evaluation and implementation of measures to minimize dewatering during construction, which would prevent subsidence from the temporary construction dewatering.

The project would comply with Cal/OSHA requirements that minimize the potential for instability and collapse. Based on the above discussion, the project would have less than significant impacts related to on- or off-site landslide, lateral spreading, subsidence, or liquefaction from on-site conditions. **(Less than Significant Impact)**

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

Soils with moderate to high expansion potential occur on the project site, which can cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. The implementation of the standard condition of approval discussed under Impact GEO-1 would reduce impacts of expansive soils to a less than significant level by properly designing and engineering the project to address effects from expansive soils. Therefore, the project would result in a less than significant impact from expansive soil and would not create substantial direct or indirect risks to life or property. **(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. The project would not require septic tanks or alternative wastewater disposal systems. **(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 standard condition of approval regarding the discovery of unknown paleontological resources.

Standard Condition of Approval:

- 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 of approval, the project would result in less than significant impacts to paleontological resources by ensuring any unburied paleontological resources are properly recovered and minimizing disturbance during excavation and construction. **(Less than Significant Impact)**

## 4.8 GREENHOUSE GAS EMISSIONS

The following discussion is based, in part, on an Air Quality and Greenhouse Gas Assessment prepared by Illingworth & Rodkin, Inc. in February 2023. A copy of the report is included in Appendix A of this Initial Study.

### 4.8.1 Environmental Setting

#### 4.8.1.1 *Background Information*

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its global warming potential (GWP) and is measured in units of $CO_2$ equivalents ($CO_2e$). The most common GHGs are carbon dioxide ($CO_2$) and water vapor but there are also several others, most importantly methane ($CH_4$), nitrous oxide ($N_2O$), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride ($SF_6$). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- $CO_2$ and $N_2O$ are byproducts of fossil fuel combustion.
- $N_2O$ is associated with agricultural operations such as fertilization of crops.
- $CH_4$ is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and $SF_6$ emissions are commonly created by industries such as aluminum production and semiconductor manufacturing.

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

#### 4.8.1.2 *Regulatory Framework*

**State**

Assembly Bill 32

Under the California Global Warming Solutions Act, also known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of

GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of $CO_2e$ ($MMTCO_2e$). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 $MMTCO_2e$.

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 Transportation Plan 2050

The California Transportation Plan 2050 (CTP 2050) defines performance-based goals, policies, and strategies to achieve the state's collective vision for California's future statewide, integrated, multimodal transportation system. The CTP 2050 includes goals for achieving statewide GHG emissions reduction targets, improving multimodal mobility and access to destinations, maintaining a high-quality transportation system and expanding protection of natural resources.

**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 2017 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. BAAQMD has since adopted updated GHG thresholds which include screening criteria for land use projects. Under the new thresholds, projects that meet A or B below are considered to have a less than significant GHG impact.

A. Project must include, at a minimum, the following project design elements:
    1. Buildings
        a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
        b. 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.
    2. Transportation
        a. 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:
            i. Residential projects: 15 percent below the existing VMT per capita
            ii. Office projects: 15 percent below the existing VMT per employee
            iii. Retail projects: no net increase in existing VMT
        b. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.
B. Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b)

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.[51]

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 growth forecasts and land use models upon which Plan Bay Area 2050 is based.

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

City of Mountain View 2030 General Plan

The General Plan contains goals and policies to avoid significant impacts due to greenhouse gas emissions. 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. |

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

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 projects 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 new development projects are required to recycle and/or salvage for re-use a minimum of 65 percent of nonhazardous construction or demolition debris. Documentation of this diversion is required prior to scheduling a final building inspection.

#### 4.8.1.3 *Existing Conditions*

The project site is not located within an identified PDA.[52] The project site is a vacant lot that is currently used for construction equipment storage and, therefore, generates little to no GHG emissions.

### 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? | ☐ | ☒ | ☐ | ☐ |

**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)**

**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, as discuss in Section 4.3 Air Quality under Impact AIR-1, the project would implement City standard condition of approval 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)**

[52] Association of Bay Area Governments. Priority Development Areas (Plan Bay Area 2050). July 27, 2020. Accessed February 1, 2022. https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050/explore?location=37.388508%2C-122.092765%2C17.42

### Operation

Pursuant to the BAAQMD thresholds of significance, if a land use project meets the following criteria, it would have a less than significant greenhouse gas impact:

- Does not include natural gas appliances or plumbing,
- Does not result in wasteful, inefficient, or unnecessary energy use,
- Achieves a 15 percent reduction in project-generated vehicle miles traveled (VMT) below the regional average, and
- Includes off-street electric vehicle infrastructure consistent with CALGreen Tier 2 requirements.

The project would comply with the City's Reach Code for an all-electric building (i.e., does not include natural gas appliances or plumbing), would be designed to achieve LEED Gold certification by incorporating green building measures such as water efficient fixtures, a solar water heater, and drought tolerant landscaping, and would provide electric vehicle charging infrastructure at one of the three parking spaces, which is consistent with CALGreen Tier 2 requirements. As discussed in Section 4.6 Energy, the project's implementation of BAAQMD BMPs and compliance with existing regulations (CALGreen, Title 24, and MVGBC) would result in energy efficiencies. In addition, the project would achieve a VMT rate of 15 percent below the regional average (see Section 4.17 Transportation). For these reasons, the project would not use energy in a wasteful or inefficient way and would meet current BAAQMD GHG thresholds; therefore, the project would result in a less than significant operational GHG emissions impact. **(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

Although the project site is not located within a PDA, the proposed project would not impede implementation of Plan Bay Area 2050. This is because the proposed project would provide a local serving retail use in an urbanized area serviced by public transit and bicycle facilities and the project would be construction to comply with CALGreen and MVGBC to reduce energy use and associated GHG emissions. 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 or operation with implementation of BAAQMD BMPs (City standard condition of approval). In addition, mitigation measure MM AIR-1.1 would be implemented by the project during construction to reduce air pollutant

(DPM and $PM_{2.5}$) emissions and the project would also implement City standard conditions of approval 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 fixtures, and intensifying development on an infill within a half mile from bus stops (along Rengstorff Avenue) served by existing public transit service and in proximity to major commute corridors (Rengstorff Avenue, West Middlefield Road). **(Less than Significant Impact)**

### Greenhouse Gas Reduction Program

The City's GGRP implementation Measures E-1.7, E-2.2, and SW-1.1 apply to the proposed project and call for new nonresidential development to exceed state energy standards, encourage installation of solar water heaters, and implement the City's zero-waste program. As discussed under Impact GHG-1 above and consistent with the MVGBC standards, the project would be designed to achieve LEED Gold Certification equivalency, install a solar water heater, and divert 65 percent of the project's construction waste. For these reasons, the project would be consistent with the GGRP. **(Less than Significant Impact)**

## 4.9 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based, in part, on a Phase I Environmental Site Assessment (ESA) and Phase II ESA prepared by Odic Environmental in January 2022 and November 2022, respectively, and a peer review completed by Cornerstone Earth Group in January 2023. Copies of these reports are included in Appendix **B** 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 a 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.[53]

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.[54]

[53] United States Environmental Protection Agency. "Superfund: CERCLA Overview." Accessed May 31, 2022. https://www.epa.gov/superfund/superfund-cercla-overview.
[54] United States Environmental Protection Agency. "Summary of the Resource Conservation and Recovery Act." Accessed May 31, 2022. 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).[55]

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.[56] The EPA is currently considering a proposed ban on on-going use of asbestos.[57] 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.

[55] California Environmental Protection Agency. "Cortese List Data Resources." Accessed March 13, 2023. https://calepa.ca.gov/sitecleanup/corteselist/.
[56] United States Environmental Protection Agency. "EPA Actions to Protect the Public from Exposure to Asbestos." Accessed March 13, 2023. https://www.epa.gov/asbestos/epa-actions-protect-public-exposure-asbestos
[57] Ibid.

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.

Municipal Regional Permit Provision C.12.f

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

With the adoption of the San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit (MRP) by the San Francisco Bay Regional Water Quality Control Board on November 19, 2015, Provision C.12.f requires that permittees develop an assessment protocol methodology for managing materials with PCBs in applicable structures planned for demolition to ensure PCBs do not enter municipal storm drain systems.[58] Municipalities throughout the Bay Area are currently modifying demolition permit processes and implementing PCB screening protocols to comply with Provision C.12.f. Mountain View requires the completion of a PCB Screening Assessment Package prior to approval of a demolition permit. As of July 1, 2019, buildings constructed between 1955 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit.

**Regional and Local**

Moffett Federal Airfield Comprehensive Land Use Plan

The project site is approximately 2.6 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.[59] 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.

[58] California Regional Water Quality Control Board. *San Francisco Bay Region Municipal Regional Stormwater NPDES Permit.* November 2015.
[59] Santa Clara County Airport Land Use Commission. *Moffett Federal Airfield Comprehensive Land Use Plan.* November 2, 2016.

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.

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 due to hazards and hazardous materials. The following goals and 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 and prevention. |
| PSA-3.3 | **Development review.** Implement development review procedures that encourage effective identification and remediation of contamination and protection of public and environmental health and safety. |
| PSA-3.4 | **Oversight agencies.** Work with local, state, and federal oversight agencies to encourage 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. |
| INC-18.2 | **Contamination clean-up.** Cooperate with local, state, and federal agencies that oversee environmental contamination and clean-up. |

#### 4.9.1.2 *Existing Conditions*

**On-Site Contaminants**

The project site was used as agricultural land until 1939 when a gas station was developed on-site. Various additions and canopies were added to the gas station until 1980. On May 12, 1986, a LUST case was opened due to a release of fuel from the gas station on the project site. From August 1989 to August 2004, site investigation and remediation were conducted on the project site. In 2008, all site improvements and fueling system features were removed and the project site was left vacant, as it remains today. The Santa Clara County Department of Environmental Health (SCCDEH) issued a "No Further Action" closure letter for the project site LUST case on September 7, 2017. The closure letter included the following requirement for the project site "SCCDEH and the appropriate planning and building department shall be notified prior to any changes in land use, grading activities, excavation, and installation of water wells. This notification shall include a statement that residual contamination exists on the property and list all mitigation actions, if any, necessary to ensure compliance with this site management requirement".

A Phase II Subsurface Investigation (Phase II) was completed for the proposed project in November 2022 (see Appendix **B**) and included soil, soil vapor, and groundwater sampling and laboratory analysis. Contaminants of concern tested for included total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs) including fuel oxygenates, California Code of Regulations Title 22 metals, and organochlorine pesticides (OCPs).[60] According to the laboratory analysis, soil samples revealed low level concentrations of motor oil, benzene, and toluene; however, these concentrations did not exceed the SWRCB's Tier I Environmental Screening Levels (ESLs). Benzene was detected in soil vapor samples above the commercial ESL of 14 micrograms per cubic meter ($\mu g/m^3$). TPH as gasoline and methylene chloride were detected in soil vapor samples exceeding their Tier I ESLs of 3,300 $\mu g/m^3$ and 34 $\mu g/m^3$, respectively; however, they do not exceed their commercial ESLs of 83,000 $\mu g/m^3$ and 410 $\mu g/m^3$, respectively. Groundwater samples detected TPH as gasoline and diesel above the Tier I ESL of 100 $\mu g/m^3$.

The project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; however, the LUST case is closed as of September 7, 2017.[61] No recognized environmental conditions or historical recognized environmental conditions were identified on the project site. The closed LUST case is considered a controlled recognized environmental condition.

**Off-Site Sources of Contamination**

Land uses in the project area include commercial, residential, office, and light industrial. The closest hazardous materials sites are closed LUST cases located across Old Middlefield Way at 2105 Old Middlefield Way (closed June 1996) and directly north of the project stie at 826 Rengstorff Avenue (closed March 2009).[62]

[60] Title 22 metals include Antimony, Arsenic, Barium, Beryllium, Cadmium, Chromium, Cobalt, Copper, Lead, Mercury, Molybdenum, Nickel, Selenium, Silver, Thallium, Vanadium, and Zinc.
[61] [61] California Environmental Protection Agency. "Cortese List Data Resources." Accessed February 1, 2023. https://calepa.ca.gov/sitecleanup/corteselist.
[62] Department of Toxic Substances and Control. "EnviroStor". Accessed February 1, 2023. https://www.envirostor.dtsc.ca.gov/public/.

There are additional hazardous materials sites at distances farther from the project site, including several Superfund sites associated with past manufacturing of semiconductors. These hazardous materials sites, however, do not contribute to contamination on the project site either due to previous cleanup activities, physical distance from the project site, or their contaminated groundwater being downgradient from the project site.

**Other Hazards**

Moffett Federal Airfield is located approximately 2.5-miles east of the project site. The project site is not located within the Moffett Federal Airfield Airport Influence Area.

The project site is located in a developed, urban area surrounded by urban development. The site is not located within a designated Very High Fire Hazard Severity Zone.[63]

### 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? | ☐ | ☐ | ☒ | ☐ |

[63] California Department of Forestry and Fire Protection. *Santa Clara County – Very High Fire Hazard Severity Zones in LRA.* October 8, 2008. California Department of Forestry and Fire Protection. *Santa Clara County – Fire Hazard Severity Zones in SRA.* November 6, 2007.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 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? | ☐ | ☐ | ☐ | ☒ |

**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 project is a gas station and car wash that would develop a vacant site. Hazardous substances such as fuels, oils, and detergents would be routinely transported and used at the site. Materials such as solvents, paints, and fuels could also be utilized during project construction. Compliance with applicable Federal, State, and local handling, storage, and disposal requirements would ensure that no significant hazards to the public or the environment are created by these routine activities. These requirements include equipping fuel dispensers with automatic shutoffs and other safety devices in accordance with Fire, Building, and Health codes, and including spill containment and overfill prevention systems on underground storage tanks in accordance with CCR Title 23, section 2635. Therefore, the project would not create a significant hazard to the public or 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)**

**Construction**

A LUST was removed from the project site and elevated levels of contaminants were found in soil, soil vapor, and groundwater samples collected from the site. It is also possible that onsite soils contain elevated pesticide levels due to its historical use as agricultural land. The project would excavate soils to a maximum of 20 feet bgs, which could require off haul of potentially contaminated soils and dewatering of potentially contaminated groundwater. Per the project site's LUST closure letter requirement, the project shall notify and coordinate with SCCDEH prior to grading activities on all soil cleanup activities. The project would also be required to implement the following City standard conditions of approval to ensure the project does not result in significant hazardous materials impacts during construction activities.

Standard Conditions of Approval

- 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. Specifically for the proposed project, the soil and groundwater management plan shall address, but not limited to, potential elevated levels of benzene in soil vapor on-site.
- 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 implementation of the project site LUST closure letter requirements and the above City standard conditions of approval, 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)**

**Operation**

As discussed under HAZ-1 above, operation of the proposed project would include the use of fuels, oils, and detergents. Storage and handling of these chemicals are typical of a gas station and car wash. The use, storage, and handling of hazardous materials at the proposed gas station and carwash would be in compliance with applicable Federal, State, and local handling, storage, and disposal requirements.

The proposed project, therefore, would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions. **(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. (Less than Significant Impact)** |

The nearest school is Crittenden Middle School, which is approximately 0.4-mile southeast 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. **(Less than Significant 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. (Less than Significant Impact)** |

As discussed in Section 4.9.1.2 Existing Condition, the project site is on a list of hazardous materials sites pursuant to Government Code Section 65962.5 (i.e., the Cortese List of Data Resources). The site is listed on Geotracker as a closed LUST case. As discussed in the response to Impact HAZ-2, the impacts of contaminants from the former release would be reduced to less than significant with the implementation of City standard conditions of approval. Therefore, the project would not create a significant hazard (related to the listed closed LUST case) to the public or environment. **(Less than Significant 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. (Less than Significant Impact)** |

The project site is approximately 2.5-miles from Moffett Federal Airfield (the nearest airport to the project site). The proposed project does not require airspace safety review by the FAA (because it proposes a building less than 200 feet tall) and the site is not located within the ALUC's Airport Influence Area. The proposed project would, therefore, not result in aircraft safety hazards and would not result in a substantial safety hazard for people residing or working in the project area. **(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 project is located in a developed area on an infill site. The project would be constructed in accordance with current building and fire codes to ensure structural stability and safety. In addition, the MVFD would review the site development plans to ensure adequate emergency access is provided. For these reasons, the project would not impair implementation of, or physically interfere with, the

City's Emergency Operations and Evacuation Plans and impacts would be less than significant. **(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)** |

The project is located in a developed area on an infill site. The project site is not located within a Very-High Fire Hazard Severity Zone for wildland fires designated by CalFIRE.[64] **(No Impact)**

[64] California Department of Forestry and Fire Protection. *Santa Clara County – Very High Fire Hazard Severity Zones in LRA.* October 8, 2008. California Department of Forestry and Fire Protection. *Santa Clara County – Fire Hazard Severity Zones in SRA.* November 6, 2007.

## 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 Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA regulations include the National Pollutant Discharge Elimination System (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 Regional Water Quality Control Boards (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.[65]

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). The Construction General Permit includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

**Regional**

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

[65] San Francisco Regional Water Quality Control Board. "The 303(d) List of Impaired Water Bodies." Accessed March 3, 2022. https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/TMDLs/303dlist.html.

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.[66] 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).[67]

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.[68] Programs must include focused implementation of PCB control measures, such as source control, treatment control, and pollution prevention strategies. Municipalities throughout the Bay Area are updating their demolition permit processes to incorporate the management of PCBs in demolition building materials to ensure PCBs are not discharged to storm drains during demolition. As of July 1,

[66] 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

[67] 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.

[68] San Francisco Bay Regional Water Quality Control Board. *Municipal Regional Stormwater Permit, Provision C.12.* November 19, 2015.

2019, buildings constructed between 1955 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit.

Water Resources Protection Ordinance and District Well Ordinance

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

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.[69]

**Local**

City of Mountain View 2030 General Plan

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

| Policy | Description |
|---|---|
| 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 | **Runnoff 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. |

[69] Valley Water. *2021 Groundwater Management Plan, Santa Clara and Llagas Subbasins. November* 2021.

| Policy | Description |
|---|---|
| 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. |
| POS-9.1 | **Sustainable design.** Promote sustainable building materials, energy- efficient and water-efficient designs, permeable paving and other low-impact features in new public buildings. |

#### 4.10.1.2 *Existing Conditions*

**Stormwater Drainage**

The project site is located within the Permanente Creek watershed. Stormwater runoff from developed areas of the watershed is primarily conveyed to Permanente Creek by way of the City's stormwater system, which flows into the San Francisco Bay via Mountain View Slough. The project site consists of 100 percent pervious surfaces (or 0.32-acre). The municipal storm drain system 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.

**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, Permanente Creek is located 0.35-mile east of the site. Permanente Creek is on the 2006 Clean Water Act Section 303(d) list due to Diazinon pollution from urban runoff and storm sewer sources. The California Water Board is in the process of examining the current status of impairment.

**Groundwater**

The project site is located within the Santa Clara subbasin. The 297 square mile Santa Clara groundwater basin provides municipal, domestic, industrial, and agricultural water supply to the area.

The 2021 GWMP did not identify the Santa Clara subbasin as a groundwater basin in a state of overdraft. Groundwater at the project site is estimated to be approximately seven to nine feet below ground surface (bgs).[70]

[70] Odic Environmental. *Phase II Environmental Site Assessment, 2110 Old Middlefield Road Mountain View, CA 94043*. November 30, 2022.

### Flooding

The project site is located within Flood Zone X (Area with Reduced Flood Risk Due to Levee), which is not a Special Flood Hazard Area as identified by FEMA FIRM.[71] 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. A damaging seiche has not been recorded in the San Francisco Bay Area as far as records indicate. There are no enclosed or semi-enclosed bodies of water near the project site.

Tsunamis are long period water waves caused by underwater seismic events, volcanic eruptions, or undersea landslides. The project site is located approximately 2.5-miles south of San Francisco Bay and, therefore, is not located within an identified tsunami inundation area.[72]

## 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; | ☐ | ☐ | ☒ | ☐ |

[71] Federal Emergency Management Agency. Flood Insurance Rate Map, Community Panel No. 06085C0037H. Effective Date May 18, 2009.
[72] State of California, 2021, Tsunami Hazard Area Map, Santa Clara County; produced by the California Geological Survey, the California Governor's Office of Emergency Services, and AECOM; dated 2021 on the map, mapped at multiple scales.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| – 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? | ☐ | ☐ | ☒ | ☐ |

**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)**

**During Construction**

Implementation of the project would require grading, excavation, and paving of the site. Grading and excavation activities could increase erosion and sedimentation, resulting in sediment, soil, and associated pollutants that could be carried by runoff into natural waterways increasing sedimentation impacts to local creeks or the San Francisco Bay. The project would also require dewatering during construction. As discussed in Section 4.9 Hazards and Hazardous Materials under Impact HAZ-2, the project shall implement City standard conditions of approval including preparation and implementation of a soil and groundwater management plan to properly dispose dewatered groundwater. The project, with implementation of the following measures (which are required by the City as standard conditions of approval and are based on RWQCB requirements), would reduce impacts to water quality during construction.

Standard Conditions of Approval

- CONSTRUCTION SEDIEMENT AND EROSION CONTROL PLAN: The applicant shall submit a written plan acceptable to the City which shows controls that shall 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 should also include routine street sweeping and storm drain catch basin cleaning.

- 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.

With implementation of the above standard conditions of approval, the proposed project would have a less than significant impact on soil erosion by requiring the installation of erosion controls during construction. **(Less than Significant Impact)**

**Post-Construction**

Construction of the project would result in the creation of more than 5,000 square feet of impervious surface area. As a result, project compliance with the MRP would be required. In order to meet MRP requirements, the proposed project would include LID-based stormwater treatment controls (e.g., bioretention treatment areas, pervious pavers).

The project would increase the amount of impervious surfaces on-site by approximately 11,202 square feet (80 percent). The increase in impervious surfaces results in a corresponding increase in surface runoff. The project, however, would include stormwater treatment controls that would be numerically sized and would have sufficient capacity to treat the runoff from the roofs, podium decks, hardscape, and driveway areas entering the storm drainage system consistent with the NPDES requirements.

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

Standard Conditions of Approval:

- STORMWATER TREATMENT (C.3) – SPECIAL LAND USE CATEGORIES: For retail gasoline outlets, auto service facilities, restaurants, and uncovered parking lots that create or replace more than five thousand (5,000) square feet of impervious surface, stormwater runoff shall be directed to approved permanent treatment controls as required in the City's guidance document entitled, "Stormwater Quality Guidelines for Development Projects." The City's guidelines also describe the requirement to select Low-Impact Development (LID) types of stormwater treatment controls; the types of projects that are exempt from this requirement; and the Infeasibility and Special Projects exemptions from the LID requirement.

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

The project site is located in a confined area of the Santa Clara Subbasin. The project does not include installation of groundwater wells and, therefore, would not deplete groundwater supplies underneath the site. As discussed in Section 4.7 Geology and Soils under Impact GEO-3, implementation of the project would require temporary groundwater dewatering during construction activities due to the presence of groundwater seven to nine feet bgs and the maximum excavation depth of 20 feet. Although construction would require temporary dewatering, the amount of water that would be pumped is not expected to be significant. As discussed in Section 4.9 Hazards and Hazardous Materials under Impact HAZ-2, the project would implement a City standard condition of approval to minimize the volume of groundwater removed during project construction and ensure construction dewatering does not substantially decrease groundwater supply. Further, while the project would result in a net increase in impervious surfaces compared to existing conditions, there are no groundwater recharge facilities on-site managed by Valley Water. For these reasons, impacts related to groundwater recharge would be less than significant. **(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 existing waterways on the site; therefore, the proposed project would not substantially alter the existing drainage pattern of the site or area through the alteration of any waterway. The project would increase onsite impervious surfaces compared to existing conditions; however, as described under Impact HYD-1, the project would comply with stormwater treatment requirements and implement erosion and sedimentation controls as standard conditions of approval. In addition, the City Department of Public Works has confirmed the existing storm drainage system can accommodate the runoff flows from the project site. As a result, the project would not result in substantial erosion or siltation, flooding, or additional sources of polluted runoff. **(Less than Significant Impact)**

| | |
|---|---|
| **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 4.10.1.2 Existing Conditions, the project site is not located within a 100-year flood hazard area or subject to tsunamis or seiches. In addition, as discussed in Section 4.9 Hazards and Hazardous Materials under Impact HAZ-1, the proposed project would properly store fuels, oils, and detergents in accordance with federal, state, and local regulations. For these reasons, the project would not risk the 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 identified under Impact HYD-1. The Santa Clara subbasin, which the project site is located within, has not been identified as a groundwater basin in a state of overdraft in the GWMP. The project site is not located within, or adjacent to, a groundwater recharge pond or facility. Implementation of the proposed project, therefore, would not conflict with or obstruct the GWMP. 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**

City of Mountain View 2030 General Plan

The General Plan contains goals and policies to avoid significant 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. |

Mountain View City Code

Chapter 36 of the City Code is the Zoning Ordinance, which serves as an implementing tool for the General Plan by establishing detailed, parcel-specific development regulations and standards in each area of the City. Although the General Plan and Zoning Ordinance are distinct documents, the General Plan and Zoning Ordinance are closely related, and state law mandates that zoning regulations be consistent with the General Plan maps and policies.

#### 4.11.1.2 *Existing Conditions*

The project site has a General Plan land use designation of General Mixed-Use and is zoned CS (Commercial-Service). The project site is currently undeveloped.

### 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? | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 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)**

Examples of projects that have the potential to physically divide an established community include ones that construct a physical feature (such as new freeways and highways, major arterial streets, and railroad lines) or remove a means of access (such as a local roadway or bridge), which would impair mobility. The project proposes to construct a commercial use similar to the existing surrounding commercial uses in the project area. The project does not include features 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)**

The project is permitted as a conditional use under the existing General Plan land use designation and zoning. As described in the individual resource sections of this Initial Study, the proposed project includes mitigation measures and would implement standard conditions of approval to minimize and/or avoid environmental impacts. For these reasons, the proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **(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*

Based on the United States Geological Survey (USGS) map of mines and mineral resources, the project site is not comprised of known mineral resources or mineral resource production areas.[73] Mineral resource recovery activities do not occur on or near the project site.

### 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? | ☐ | ☐ | ☐ | ☒ |

[73] United States Geological Survey. "Mineral Resources Online Spatial Data: Interactive maps and downloadable data for regional and global Geology, Geochemistry, Geophysics, and Mineral Resources". Accessed February 1, 2023. https://mrdata.usgs.gov/.

| | |
|---|---|
| **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)** |

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)** |

See discussion for Impact MIN-1. **(No Impact)**

## 4.13 NOISE

The following discussion is based, in part, on a Noise Impact Study prepared by MD Acoustics, LLC in May 2023. A copy of this report is included in Appendix C 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 $L_{eq}$, DNL, or CNEL.[74] 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.

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

### 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)[1] | | |
|---|---|---|---|
| | 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 |

1. VdB inch/sec = vibration decibels per inch per second.

Source: Federal Transit Administration. *Transit Noise and Vibration Assessment Manual.* 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 DNL/CNEL in any habitable room. Exterior windows must have a minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA DNL noise contour for a freeway or expressway, railroad, or industrial source.

## Regional and Local

Moffett Federal Airfield Comprehensive Land Use Plan

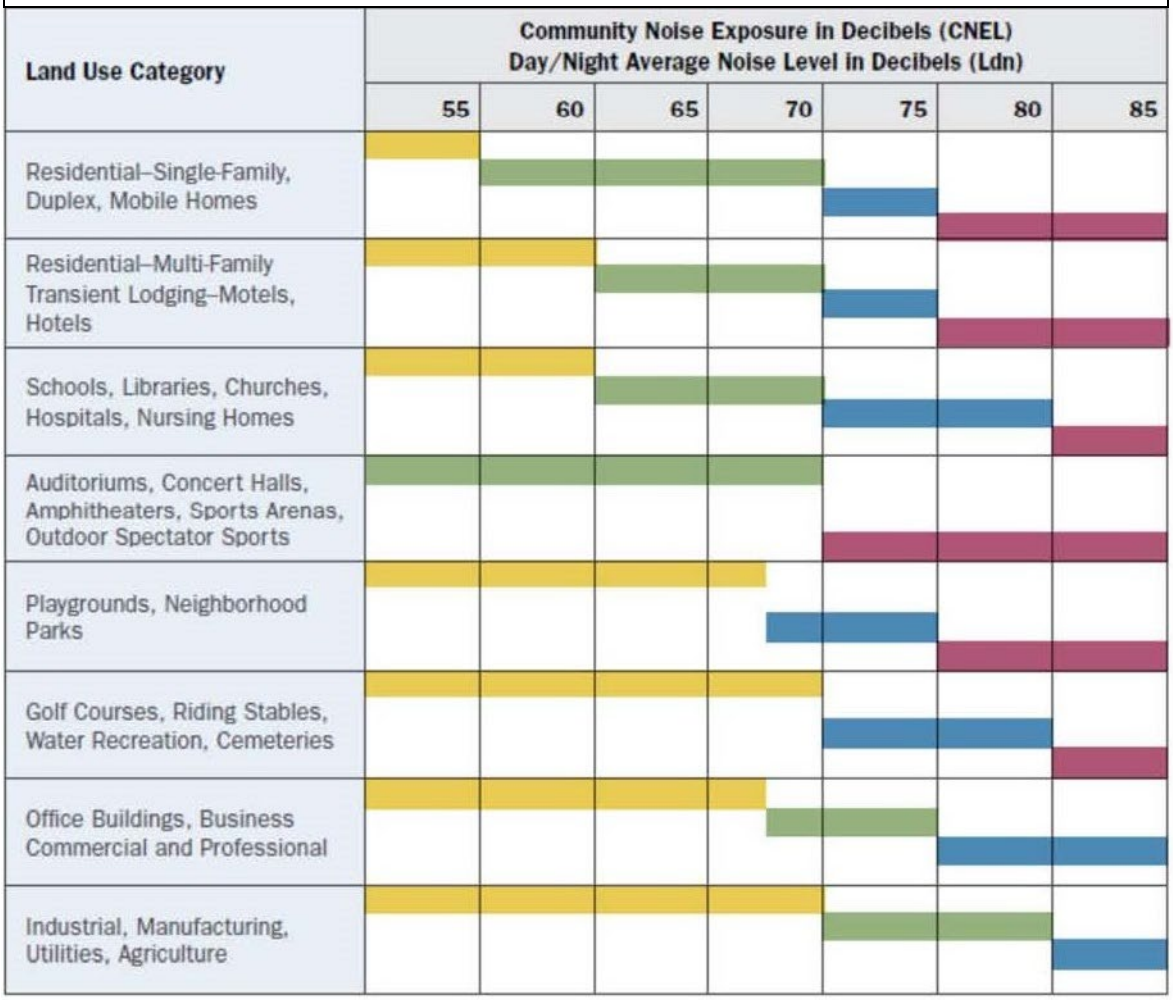
The project site is approximately 2.6 miles southwest of the Moffett Federal Airfield, which is the closest airport to the site. The Moffett Federal Airfield Comprehensive Land Use Plan (CLUP), adopted by the Santa Clara County Airport Land Use Commission, is intended to safeguard the general welfare of the inhabitants within the vicinity of the airport, as well as aircraft occupants.[75] 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.

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.

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

**Table 4.13-2: General Plan Outdoor Noise Acceptability Guidelines**




*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 General Plan contains goals and policies to avoid significant impacts due to noise. The following goals and policies are 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 | **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:<br>• New single-family developments shall maintain a standard of 65 dBA Ldn for exterior noise in private outdoor active use areas.<br>• New multi-family residential developments shall maintain a standard of 65 dBA Ldn for private and community outdoor recreation use areas. Noise standards do not apply to private decks and balconies in multi-family residential developments.<br>• Interior noise levels shall not exceed 45 dBA Ldn in all new single-family and multi-family residential units.<br>• 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. |

Mountain View City Code

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 Rengstorff Avenue and Old Middlefield Way. One long-term noise measurement was taken along the northern property line of the project site. Noise levels at this location ranged from 50 dBA $L_{eq}$ to 64 dBA $L_{eq}$ and an overall noise level of 66 dBA CNEL. Existing noise levels at the nearest sensitive receptors, residential units east of the project site across Rengstorff Avenue, are anticipated to be three dBA louder than the noise levels measured on the project site.

### 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? | ☐ | ☐ | ☒ | ☐ |

| | |
|---|---|
| **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)** |

**Construction Noise**

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 project would take approximately six months. Construction activities for the proposed project would be completed between 7:00 AM and 6:00 PM, Monday through Friday, consistent with the City's Municipal Code (Chapter 8). In addition, the project would be required to implement the below standard conditions of approval.

Standard Conditions of Approval:

- 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. 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.
- CONSTRUCTION PRACTICES NOTICING-DISTURBANCE COORDINATOR: The project 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 shall 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.

With implementation of the standard conditions of approval and compliance with Chapter 8 of the City Code, the project would have a less than significant construction noise impact because it would notify neighbors of the project construction schedule, designate a disturbance coordinator, work within the allowed construction hours, and implement noise reduction measures. **(Less than Significant Impact)**

**Operational Noise**

Mechanical Equipment

The proposed convenience store would include mechanical equipment such as air conditioning, heating systems, and exhaust fans. The project would implement the following 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 adjacent residentially used property shall be required as part of the permit application.

Standard Condition of Approval:

> MECHANICAL EQUIPMENT: The noise emitted by any mechanical equipment shall not exceed a level of 55 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.

With implementation of the above standard condition of approval, project mechanical equipment would not substantially increase noise levels in the project area. **(Less than Significant Impact)**

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 are projected to exceed 60 dBA DNL. Generally, traffic volumes need to double to result in a perceptible (three dB) noise increase. The project is estimated to result in approximately 722 new daily trips.[76] This incremental number of trips would not double traffic volumes on existing roadways; therefore, 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)**

Car Wash

The proposed car wash would be equipped with four International Drying Corporation 40 horsepower (HP) Stealth Predator Quiet Drying system and would be open daily between the hours of 7:00 AM and 9:00 PM. The car wash would be located along the northern property line of the project site, with cars entering from the west and existing along the eastern side of the project site. Noise modeling for

[76] Hexagon Transportation Consultants, Inc. *2110 Old Middlefield Way Gas Station Development Multi-Modal Transportation Analysis.* August 30, 2022.

the car wash assumed that during the day all four blowers were active at once and running constantly (see Appendix C for detailed modeling parameters). As shown on Figure 4.13-1, the results on the noise modeling indicate that the proposed car wash would generate noise levels of 55 dBA $L_{eq}$ during the day at the nearest sensitive receptors (residential uses across Rengstorff Avenue, Receptor 1 on Figure 4.13-1).[77] Therefore, noise levels from the carwash would comply with the maximum allowable noise level of 55 dBA during the day established by Section 21.26 of the City Code; furthermore, the project would implement the City standard condition of approval above requiring noise from project mechanical equipment to comply with Section 21.26 of the City Code.

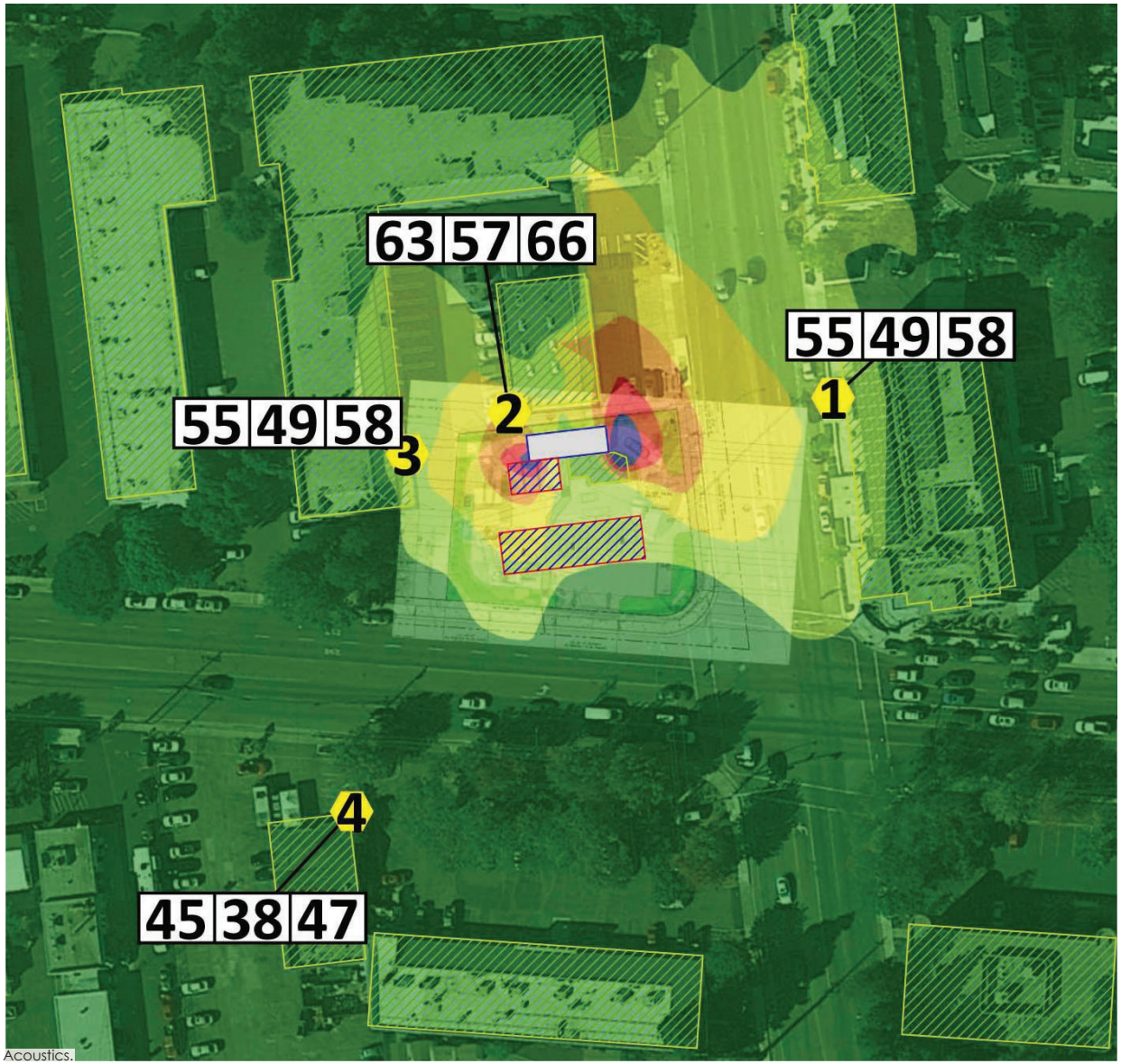
Residents at Receptor 1 are exposed to an existing, ambient exterior noise level of 69 dBA CNEL. Typical "windows closed" conditions assumes a 20 dBA noise reduction from building construction techniques; thus, the anticipated interior noise levels at Receptor 1 would be 49 dBA CNEL. The total combined noise level of the proposed project (i.e., car wash, mechanical equipment, project-generated traffic) plus existing ambient noise would remain 69 dBA CNEL at Receptor 1. Thus, the project, with implementation of City standard conditions of approval, would not increase the overall noise level at Receptor 1 and the proposed project would not result in a significant operational noise impact. **(Less than Significant Impact)**

| **Impact NOI-2:** | **The project would not result in generation of excessive groundborne vibration or groundborne noise levels. (Less than Significant Impact)** |
|---|---|

The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used. The proposed project does not include pile driving or the use of vibratory rollers or large bulldozers, which can cause excessive vibration.

For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings designed to modern engineering standards, and 0.3 in/sec PPV for buildings where structural damage is a major concern. For the purpose of this analysis, groundborne vibration levels exceeding the 0.5 in/sec PPV limit at surrounding commercial/industrial structures and vibration levels exceeding the 0.3 in/sec PPV limit at the surrounding residential structures would have the potential to result in a significant vibration impact.

[77] Noise levels at other nearby sensitive receptors (i.e., residential uses to the north and south of the project site) would be below 55 dBA $L_{eq}$ during the day due to the orientation of the car wash tunnel and shielding provided by existing intervening buildings.




**Levels in dB(A)**

- < 45
- 45 - 50
- 50 - 55
- 55 - 60
- 60 - 65
- >=65

**Signs and Symbols**

- # Receptor Location
- ### Noise Levels, Day/Night/CNEL (dBA)
- Buildings
- Tunnel Enclosure
- Fueling & Parking Activities

N

0 35 70 140 210 Feet

Source: MD Acoustics.

OPERATIONAL NOISE LEVELS AT NEARBY RECEPTORS | FIGURE 4.13-1

Table 4.13-3 presents typical vibration levels that could be expected from construction equipment at a distance of 10 feet. Project construction is not anticipated to use large vibratory equipment and the piece of equipment with the most potential to cause vibratory impacts is a loaded truck. The nearest commercial structure is 10 feet north of the project site and the nearest residential structure is across Rengstorff Avenue, approximately 100 east of the project site. As shown in Table 4.13-3, at the distance of approximately 10 feet, vibration levels from a loaded truck would not exceed the 0.5 in/sec PPV limit for commercial structures, nor the 0.3 in/sec PPV limit for residential structures; therefore, the project would not result in a significant vibratory impact. **(Less than Significant)**

**Table 4.13-3: Vibration Source Levels for Construction Equipment**

| **Equipment** | | **PPV at 10 feet** (in/sec) |
|---|---|---|
| Clam Shovel Drop | | 0.553 |
| Hydromill (slurry wall) | in soil | 0.022 |
| | in rock | 0.047 |
| Vibratory Roller | | 0.575 |
| Hoe Ram | | 0.244 |
| Large Bulldozer | | 0.244 |
| Caisson Drilling | | 0.244 |
| Loaded Trucks | | 0.208 |
| Jackhammer | | 0.096 |
| Small Bulldozer | | 0.008 |
| Note: VdB is the term used for vibration decibels. in/sec = inches per second | | |

**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 proposed project is located 2.5 miles west of the Moffett Federal Airfield. While aircraft flyovers from Moffett Federal Airfield would at times be audible in the project area, the project site is outside of the Airfield's 65 dBA CNEL noise contour area. For these reasons, the proposed project would not expose people to excessive aircraft noise. **(Less than Significant Impact)**

## 4.14 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.[78] 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 its Housing Element.

**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.[79]

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 growth forecasts and land use models upon which Plan Bay Area 2050 is based.

[78] California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed June 9, 2022. http://hcd.ca.gov/community-development/housing-element/index.shtml.

[79] 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.[80] The City's current General Plan Housing Element projects the City's 2040 population to be 134,000.[81] 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 would be 142,200.[82] The project site is currently vacant and has no housing.

## 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)**

The proposed project would construct a gas station with a car wash and convenience store. The project would not construct housing that would contribute to population growth in the area. The project site is an infill site surrounded by urban development and adequately served by existing infrastructure. No new roads or utilities would need to be constructed or extended to the project site in order to construct the proposed project. For these reasons, implementation of the project would not contribute to substantial growth inducement in Mountain View or in the region. **(Less than Significant Impact)**

[80] California Department of Finance. "E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2022." May 2022. Accessed February 27, 2023. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/.
[81] City of Mountain View. *City of Mountain View Housing Element Update*. July 2022. Table 3-2.
[82] Ibid.

| | |
|---|---|
| **Impact POP-2:** | **The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. (No Impact)** |

The project site is currently vacant. The site does not provide any housing. Thus, the proposed project would not displace existing housing, nor would it necessitate the construction of replacement housing elsewhere. **(No Impact)**

## 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]).

**Local**

City of Mountain View 2030 General Plan

The following General Plan policies are related to public services and would be applicable to the project.

| Policy | Description |
|---|---|
| PSA 1.1 | **Adequate staffing.** Maintain adequate police and fire staffing, performance levels and facilities to serve the needs of the community. |
| PSA 1.2 | **Design for safety.** Support and promote crime prevention and fire safety strategies in the design of new developments. |

Mountain View City Code

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 residential 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 privately owned public area (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 to the project site is provided by the MVFD, which serves a population of over 80,000 people and an area of 12 square miles. The MVFD provides fire suppression and rescue response, hazard prevention and education, and disaster preparedness. In fiscal year 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.[83]

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. The nearest fire station to the project site is MVFD Fire Station 3, approximately 0.5-mile south of the project site at 301 Rengstorff Avenue.

**Police Protection Services**

Police protection services are provided to the project site by the Mountain View Police Department (MVPD). The MVPD conducts an active volunteer program (non-officers). Officers patrolling the area are dispatched from police headquarters, located at 1000 Villa Street, approximately 1.5 miles southeast 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. MVPD has a mutual aid agreement with the surrounding jurisdictions, under which the other agencies would assist the MVPD in responding to calls, when needed.

**Schools**

The project site is located within the Mountain View Whisman and Mountain View-Los Altos Union High School Districts. The Mountain View Whisman School District (MVWSD) serves grades kindergarten through eighth grade and the Mountain View-Los Altos Union High School District (MVLASD) serves high-school age students. The nearest schools to the project site are Monta Loma Elementary School located at 460 Thompson Avenue (approximately 0.5-mile southwest of the site), Crittenden Middle School located at 1701 Rock Street (approximately 0.4-mile southeast of the site), and Los Altos High School located at 201 Almond Avenue (approximately two miles southwest of the site).

**Parks and Open Space**

The City of Mountain View currently owns or manages 993.07 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks include 18 mini-parks, 13

[83] MVFD. "Stats/Response/Annual Report". Accessed June 10, 2022. http://mountainview.gov/depts/fire/about/report.asp.

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).[84]

Heritage Park is the nearest public park to the project site, approximately 500 feet southeast of the site on Rengstorff Avenue, and includes open space, gardens, and a historic building. Other nearby park facilities include Wyandotte Park approximately 0.2-mile northwest and Sierra Vista Park approximately 0.25-mile northeast of the site of the site.

**Libraries**

The Mountain View Public Library, located at 585 Franklin Street, is the City's only library. It is located approximately 1.8-mile southeast 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? | ☐ | ☐ | ☒ | ☐ |

**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)**

The project site is in an area currently served by the MVFD. The MVFD does not anticipate the need to construct a new fire station to accommodate growth anticipated in the General Plan.[85] The proposed

[84] City of Mountain View. 2014 Parks and Open Space Plan. http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=14762.
[85] City of Mountain View. *Draft General Plan and Greenhouse Gas Reduction Program, Draft EIR*. November 2011. Page 502-503.

project is consistent with the General Plan. Compared to existing conditions, the addition of the proposed gas station, convenience store, and car wash would incrementally increase demand for fire protection services. In addition, the project would be constructed to current Fire Code standards. **(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)** |

While the proposed project would intensify the use of the site, this incremental increase in activity would not require the construction or expansion of police facilities. The General Plan EIR concluded that buildout of the General Plan, which the project is consistent with, would increase the demand for police services; however, City policies would ensure that the City maintains adequate police staffing to serve the needs of the community. In addition, the project design shall be reviewed by MVPD to ensure safety features are incorporated to minimize the opportunity for criminal activity. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact PS-3:** | **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. (No Impact)** |

The proposed project does not include housing and, therefore, would not generate students. Thus, the project would have no impact on school facilities, nor would the project be required to pay school impact fees. **(No Impact)**

| | |
|---|---|
| **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)** |

The proposed project is a gas station, convenience store, and car wash. The project does not include housing and, therefore, would not be subject to the City's Parkland Dedication Ordinance. The project would have one employee on-site at any time. This employee would not substantially increase the use of any nearby recreational facilities. For these reasons, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered recreational 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)** |

Implementation of the project would not generate new residents and only one employ would be present onsite at any given time; thus, the project would not contribute to a significant increase in the usage of other public facilities, such as libraries, and would not require the construction or expansion of other public 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 City Code

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 described in Section 4.15 Public Services, the City of Mountain View owns or manages 993.07 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. Heritage Park is the nearest public park to the project site, approximately 500 feet southeast of the site on Rengstorff Avenue, and includes open space, gardens, and a historic building. Other nearby park facilities include Wyandotte Park approximately 0.2-mile northwest and Sierra Vista Park approximately 0.25-mile northeast of the site of the 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? | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| 2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☒ | ☐ |

**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)**

The proposed project is a gas station, convenience store, and car wash. The proposed project does not include housing and, therefore, would not be subject to the City's Parkland Dedication Ordinance. Further, the project would have one employee on-site at any time. This employee may use nearby recreational facilities, but would not substantially increase the usage of any nearby recreational facilities. For these reasons, the project would not increase the use of existing parks or recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. **(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)**

See discussion under Impact REC-1 above. **(Less than Significant Impact)**

## 4.17 TRANSPORTATION

The following discussion is based in part on a Multi-Modal Transportation Analysis (MTA) prepared by Hexagon Transportation Consultants, Inc. in August 2022. A copy of the report is included in Appendix D of this Initial Study.

### 4.17.1 Environmental Setting

#### 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 2050 in October 2021, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2050.

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a 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 General Plan policies are applicable to the project.

| Policy | Description |
|---|---|
| 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 17.2 | **Transportation Demand Management strategies.** Require development to include and implement Transportation Demand Management strategies. |

City of Mountain View Bicycle Transportation Plan

The Mountain View Bicycle Transportation Plan Update summarizes goals for improving the bicycle network, existing and proposed facilities, and programs involving education and enforcement. The plan was developed in conformance with several other plans including the General Plan, VTA Countywide Bicycle Plan, Metropolitan Transportation Commission Regional Bicycle Plan, the Santa Clara County Trails Master Plan, and Caltrans Streets and Highways Code Section 891.2.

City of Mountain View Pedestrian Master Plan

The City of Mountain View Pedestrian Master Plan summarizes goals for the pedestrian network, existing and proposed facilities, and priority of pedestrian improvements. The plan was developed in conformance with the General Plan and sets the goals of establishing complete streets, pedestrian accessibility, walkability, safe routes to school, and maintenance of pedestrian facilities.

Mountain View VMT Policy

On June 30, 2020, the City adopted its VMT Policy in response to SB 743. The VMT Policy establishes screening criteria for projects that are expected to cause a less-than-significant transportation impact under CEQA based on the land use and/or location. Projects that meet the screening criteria are not required to prepare further VMT analysis. For a project that does not meet the screening criteria, a project's VMT impact is determined by comparing the project VMT to the appropriate thresholds of significance based on the type of development. For residential developments, the threshold of significance is 15 percent below the regional average daily VMT per capita.

#### 4.17.1.1 *Existing Conditions*

The project site is a vacant lot used for construction equipment storage and, therefore, generates a limited number of vehicle trips.

**Vehicle Access**

Vehicle access to the project site is provided via two driveways, one on Rengstorff Avenue and one on Old Middlefield Way. Rengstorff Avenue and Old Middlefield Way are four-lane arterial streets.

### Transit Facilities

The closest transit services to the project site are VTA bus stops located 200 feet south of the project site on Rengstorff Avenue (Route 40). The Mountain View Community Shuttle has stops located approximately 0.2-mile south of the project site at the intersection of West Middlefield Road and Rengstorff Avenue.

### Pedestrian Facilities

Pedestrian facilities in the project area consist of sidewalks and cross walks along all of the surrounding streets and intersections. Pedestrian signal heads and push buttons are present at the Rengstorff Avenue/Old Middlefield Way intersection.

### Bicycle Facilities

In the project area, Class II bicycle facilities are located along Rengstorff Avenue and West Middlefield Road.[86] Bike routes, low volume roadways with sharrows (shared-lane pavement markings), are located along Rock Street west of the Permanente Creek Trail, Sierra Vista Avenue for the entire street, and Leghorn Street east of Independence Avenue.

## 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? | ☐ | ☐ | ☒ | ☐ |

[86] Class II bikeways are bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel.

| 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

The proposed gas station, convenience store, and car wash would generate 772 new daily vehicle trips, with 43 trips occurring in the AM peak hour and 58 trips occurring in the PM peak hour. As detailed in the MTA prepared for the project (see Appendix D), the addition of project generated trips would not affect traffic operations on the surrounding roadways and would not be significantly noticeable on pedestrian, bicycle, and transit facilities. Thus, the proposed project would not conflict with any roadway plans, ordinances, or policies. **(Less than Significant Impact)**

### Transit Facilities

The project site is adequately served by transit with existing bus and shuttle stops in proximity to the project site, as described in Section 4.17.1.2 Existing Conditions. The addition of project employees would result in a minimal increase in transit use and existing transit services would be able to accommodate the additional riders. 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, there are existing Class II bicycle facilities and bike routes within the project area. General Plan Policy LUD 8.5 and the Mountain View Bicycle Transportation Plan Update encourages bicycle amenities in new developments. The proposed project includes a bike rack by the convenience store; therefore, the proposed project would not conflict with the City's Bicycle Transportation Plan, or any other program, plan, ordinance, or policy addressing the bicycle lanes facilities. **(Less than Significant Impact)**

### Pedestrian Facilities

Existing sidewalks and crosswalks in the project area provide safe pedestrian routes to surrounding land uses, including local transit access. The proposed project would widen the sidewalks along the project frontage to 10feet and would also upgrade the curb ramp at the northwest corner of Rengstorff Avenue and Old Middlefield Way to be ADA compliant. Further, the project would have a pedestrian pathway with high visibility pavement markings through the project site that would connect the convenience store with the sidewalks. For these reasons, the project would not conflict with a program, plan, ordinance or policy addressing pedestrian facilities. **(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) |
|---|---|

The City of Mountain View adopted a VMT policy in June 2020. The City policy includes screening criteria based on land use type and development size. For retail land uses, if the use is considered local-serving and under 50,000 square feet, the development's VMT impact is presumed to be less than significant. The proposed gas station, convenience store, and car wash would be considered local-

serving retail uses and would total 1,183 square feet of development, well below the 50,000-square-foot screening threshold. Thus, the VMT impact of the proposed project is presumed to be less than significant. **(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)** |
|---|---|

Vehicular access to the project site would be provided via a 27-foot-wide, two-way driveway along Rengstorff Avenue and a 25-foot-wide, two-way driveway along Old Middlefield Way. Both driveways would be located approximately 50 feet from the intersection of Rengstorff Avenue and Old Middlefield Way and would provide adequate sight distance for oncoming traffic.

Based on the number of trips generated by the proposed project, significant operational issues related to vehicle queueing (at both the car wash entrance and gas pumps) and vehicle delay are not expected to occur at any of the driveways on-site. In addition, the project would not construct any geometric design changes to the existing streets surrounding the site. For these reasons, the driveways would operate acceptably and the project would not introduce or substantially increase hazards.[87] **(Less than Significant Impact)**

| **Impact TRN-4:** | **The project would not result in inadequate emergency access. (Less than Significant Impact)** |
|---|---|

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

[87] Hexagon Transportation Consultants, Inc. *2110 Old Middlefield Way Gas Station Development Multi-Modal Transportation Analysis*. August 30, 2022.

## 4.18 TRIBAL CULTURAL RESOURCES

The following discussion is based on an Archaeological Sensitivity Analysis completed by Archaeological/Historical Consultants in December 2022. A copy of the analysis, which is a confidential document, is on file at the City of Mountain View Community Development Department and is available upon request with appropriate credentials.

### 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 CRHR, or
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
    - A resource determined by the lead agency to be a TCR.

#### 4.18.1.2 *Existing Conditions*

The project site is within the territory of the Tamien Nation, who had settlements along creeks in the area. The project site is approximately 0.35-mile west of Permanente Creek.

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 the project site or nearby. The NAHC was contacted to initiate a Sacred Lands File search. On December 1, 2022, the NAHC confirmed there were no known sacred lands on the project site or within the project area.

On May 28, 2021, the Tamien Nation sent a written request for notification of projects in the City of Mountain View under AB 52. The City sent notification to representatives of Tamien Nation on February 2, 2023, and did not receive a response within 30 days; therefore, consultation was concluded on March 6, 2023.

### 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)**

There are no known TCRs on-site. Based upon the discussion above and in Section 4.5 Cultural Resources, the likelihood of encountering buried TCRs at the project site is considered low. The project would be required to implement the City standard conditions of approval and the condition of approval described in Section 4.5 Cultural Resources. These conditions of approval 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, 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. For these reasons, the project would not cause a substantial adverse change in the significance of a TCR. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact TCR-2:** | **The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. (Less than Significant Impact)** |

Please refer to the discussion under Impact TCR-1 above. **(Less than Significant Impact)**

## 4.19 UTILITIES AND SERVICE SYSTEMS

### 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 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.

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. The most recent update to CALGreen went into effect on January 1, 2020, and covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. CALGreen requires

projects to recycle and/or salvage for reuse a minimum of 65 percent of nonhazardous construction and demolition waste.

**Local**

City of Mountain View 2030 General Plan

The following General Plan policies are related to utilities, water supply, solid waste disposal, sewer and wastewater infrastructure, and are applicable to the proposed project.

| Policy | Description |
|---|---|
| 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 6.1 | **Citywide wastewater.** Ensure high-quality wastewater collection services and a well maintained wastewater system. |
| 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 8.7 | **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. |

City of Mountain View Sewer System Management Plan

The Sewer System Management Plan (SSMP) summarizes the policies, procedures, and activities that are included in the planning, management, operation, and maintenance of the City's sanitary sewer system. The SSMP was most recently updated in June 2018.

Mountain View Mandatory Organic Waste Disposal Reduction Ordinance

Consistent with SB 1383, the Mountain View 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.[88]

### 4.19.1.2 *Existing Conditions*

**Water Supply**

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. The City's existing water supply is 10,456 acre-feet per

[88] 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.

year (AFY) and the City's water demand is approximately 10,000 AFY.[89] The UWMP has a projected citywide water demand of 12,058 AFY in 2025 and 14,163 AFY in 2045.[90]

The project site is served by an eight-inch water line in Rengstorff Avenue and a 12-inch water line in Old Middlefield Way. The project site is currently vacant and does not use any water.

### Wastewater Services

The City of Mountain View maintains its own wastewater collection system. The sanitary sewer and storm drain systems 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 annual treatment capacity of 40 million gallons per day (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 collected and treated by the PARWQCP.[91]

The project site is served by an eight-inch sewer main in Rengstorff Avenue and Old Middlefield Way. The project site is currently undeveloped and does not generate any wastewater.

### Stormwater Drainage

The project area is located in the Permanente Creek watershed. Stormwater runoff from developed areas of the watershed, as well as the project site, enters Permanente Creek by way of the City's storm drain system. As discussed in Section 4.10 Hydrology and Water Quality, the existing project site is 100 percent pervious. There are no stormwater treatment facilities on the site. The project site is served by an existing 48-inch storm drain line in Rengstorff 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 compostables are transported to a composting facility in Vernalis, California. Non-recyclable waste is transported and landfilled at Kirby Canyon 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.[92]

### 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 Pacific Gas and Electric (PG&E) or SVCE.

[89] City of Mountain View. *2020 Urban Water Management Plan*. June 2021. P. 34.
[90] Ibid. P. 18.
[91] Ibid. P. 31.
[92] Azevedo, Becky. Waste Management Technical Manager. Personal communications. December 27, 2021.

### 4.19.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| 2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | ☐ | ☐ | ☒ | ☐ |
| 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)**

The proposed project would connect to existing utilities in Rengstorff Avenue and Old Middlefield Way. The project would not require the relocation or construction of new or expanded water, sewer, storm drain, electricity, natural gas, or telecommunications facilities. The project would generate approximately 2,350 gpd of sewage.[93] The City Department of Public Works has confirmed there is sufficient capacity in the local and downstream sewer lines to accommodate the project flows. Also, as discussed in Section 4.10 Hydrology and Water Quality, the City has confirmed there is sufficient capacity in the water and storm drain system to serve the proposed project.

[93] This analysis conservatively assumes wastewater generation is 80 percent of water usage. The proposed car wash would recycle water as part of it design, reducing overall wastewater generation.

The impacts of project construction activities, including the utility connections, are discussed in Sections 4.3 Air Quality, 4.4 Biological Resources, 4.5 Cultural Resources, 4.10 Hydrology and Water Quality, 4.13 Noise and Vibration of this Initial Study. The proposed project with implementation of standard conditions of approval and mitigation measures would not result in significant environmental impacts. **(Less than Significant Impact)**

| **Impact UTL-2:** | **The project would not have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. (Less than Significant Impact)** |
|---|---|

The proposed gas station, convenience store, and car wash would increase water use by approximately 2,938 gallons per day compared to existing conditions.[94,95] In 2025, the City of Mountain View projected to have a water supply and water demand of approximately 12,058 AFY.[96] The net new demand generated by the proposed project represents approximately 0.02 percent of the City's total projected demand for 2025. 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.[97]

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)**

| **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)** |
|---|---|

The project would generate approximately 2,350 gpd of wastewater (or 0.0024 mgd).[98] Given the overall capacity at PARWQCP (40 mgd), the City's treatment allocation at PARWQCP (15.1 mgd), and the existing wastewater generated from the City (6.9 mgd), there is sufficient capacity at the PARWQCP and within the City's existing treatment allocation to serve the project. **(Less than Significant Impact)**

[94] International Car wash Association. *Water Use, Evaporation and Carryout in the Professional Car wash Industry*. 2018. Water used by car washes was 3,206 gpd or 34 gallons per vehicle (gpv) in 2002. The 2018 study found that car washes now use 2,829 gpd or 30 gpv.
[95] Illingworth & Rodkin, Inc. *2110 Old Middlefield Way Health Risk & Greenhouse Gas Assessment*. February 14, 2023. CalEEMod default water use values for land use type "gasoline/service station" estimates the gas station portion of the project would use approximately 39,846 gallons per year or 109 gpd of water.
[96] City of Mountain View. *2020 Urban Water Management Plan*. June 8, 2021.
[97] Ibid. Page ES-7.
[98] Assumes wastewater is equal to 80 percent of total potable water use on-site.

| 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) |
|---|---|

The project would generate approximately 0.004 tons of solid waste per day.[99] Solid waste generated by the project 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. The landfill, therefore, has sufficient capacity to serve the project.

In addition, 65 percent of construction and demolition waste must be diverted in compliance with CALGreen. The proposed project would also provide on-site recycling collection pursuant to AB 341.

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 not be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste. (Less than Significant Impact) |
|---|---|

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. 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)**

[99] Illingworth & Rodkin, Inc. *2110 Old Middlefield Way Health Risk & Greenhouse Gas Assessment*. February 14, 2023. CalEEMod default solid waste values for land use type "gasoline/service station" estimates the gas station portion of the project would generate 1.62 tons per year of solid waste.

## 4.20 WILDFIRE

### 4.20.1 Environmental Setting

#### 4.20.1.1 *Existing Conditions*

The California Department of Forestry and Fire Protection (Cal Fire) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZ), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. The project site is not located in a FHSZ.[100]

### 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)**

[100] California Department of Forestry and Fire Protection. FHSZ Viewer. Accessed February 28, 2023. https://egis.fire.ca.gov/FHSZ/.

## 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)**

As discussed throughout this Initial Study, the proposed project would not substantially degrade the quality of the environment with implementation of identified standard conditions of approval and conditions of approval. As discussed in Section 4.4 Biological Resources, with implementation of the identified standard conditions of approval, the project would not significantly impact nesting birds. No sensitive species or habitats would be significantly impacted by the project. As discussed in Section 4.5 Cultural Resources and Section 4.18 Tribal Cultural Resources, with implementation of the identified standard conditions of approval and condition of approval, the project would result in a less than significant impact on archaeological resources and TCRs. The project would have no impact on historic resources. **(Less than Significant Impact)**

| Impact MFS-2: | The project does not have impacts that are individually limited, but cumulatively considerable. (Less than Significant Impact with Mitigation Incorporated) |
|---|---|

Under Section 15065(a) (3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." This Initial Study evaluates the environmental impacts of the proposed gas station, convenience store, and car wash at 2110 Old Middlefield Way and takes into account other past, pending, and probable future projects whose impacts could combine to produce cumulative impacts.

The project would result in no impacts to agriculture and forestry resources, mineral resources, or wildfire; therefore, the project has no potential to combine with other projects to result in cumulative impacts to those resources.

As discussed in Section 4.3 **Error! Reference source not found.**Air Quality, the project would implement mitigation measure MM AIR-1.1 to reduce construction health risk impacts to less than significant. The cumulative health risk assessment shows the cumulative health risk is less than significant without mitigation measure MM AIR-1.1. For this reason, the project would not result in significant cumulative health risk impact.

Pursuant to the General Plan EIR, cumulative projects (including the proposed project) consistent with the General Plan would comply with existing regulations and implement City standard conditions of approval to reduce cumulative impacts to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology or water quality, land use and planning, noise and vibration, population and housing, public services, recreation, and utilities and service system to a less than significant level.

The project's individual air quality impacts (criteria air pollutant emissions during construction and operation), as well as the project's individual impact on energy, GHGs, and VMT, are evaluated at a cumulative level. That is, if a project results in a significant project-level impact to air quality, energy, GHGs, and VMT, the project would be considered to have a significant cumulative impact to those resources. The thresholds for a significant impact are the same for the project individually and cumulatively. As discussed in Sections 4.3 Air Quality, 4.6 Energy, 4.8 Greenhouse Gas Emissions, and 4.17 Transportation, the project would not result in significant (cumulative) impacts to those resources with the implementation of the identified standard conditions of approval **(Less than Significant 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) |
|---|---|

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Pursuant to this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality pollutants, geological hazards, hazardous materials, and noise. As discussed in Section 4.3 Air Quality, 4.7 Geology and Soils, 4.9 Hazards and Hazardous Materials, and 4.13 Noise, with the implementation of standard conditions of approval and mitigation measures and adherence to existing laws and regulations, the project would avoid significant impacts. No other direct or indirect adverse effects on human beings have been identified. **(Less than Significant Impact with Mitigation Incorporated)**

# SECTION 5.0 REFERENCES

The analysis in this Initial Study is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:


Archaeological/Historical Consultants. *Archaeological Sensitivity Analysis for 2110 Old Middlefield Way, Mountain View.* December 2022.

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

Association of Bay Area Governments. "Priority Development Areas (Plan Bay Area 2050)". July 27, 2020. Accessed February 1, 2022. https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050/explore?location=37.388508%2C-122.092765%2C17.42.

Azevedo, Becky. Waste Management Technical Manager. Personal communications. December 27, 2021.

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

California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed January 12, 2021. https://www.arb.ca.gov/research/diesel/diesel-health.htm.

---. "The Advanced Clean Cars Program." Accessed February 1, 2023. https://www.arb.ca.gov/msprog/acc/acc.htm.

California Building Standards Commission. "California Building Standards Code." Accessed February 1, 2023. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.

California Department of Conservation. Earthquake Zones of Required Investigation. Accessed February 1, 2023. https://maps.conservation.ca.gov/cgs/EQZApp/app/.

---. *Santa Clara County Important Farmland 2016 Map*. September 2018.

California Department of Finance. "E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2022." May 2022. Accessed February 27, 2023. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/.

California Department of Fish and Wildlife. "Bald Eagles in California". Accessed February 1, 2023. https://wildlife.ca.gov/Conservation/Birds/Bald-Eagle#:~:text=Bald%20eagles%20in%20winter%20may,reservoirs%2C%20lakes%2C%20and%20rivers.

---. "CNDDB Maps and Data." Accessed February 1, 2023. https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data#43018410-cnddb-quickview-tool.

California Department of Forestry and Fire Protection. FHSZ Viewer. Accessed February 28, 2023. https://egis.fire.ca.gov/FHSZ/.

---. *Santa Clara County – Very High Fire Hazard Severity Zones in LRA*. October 8, 2008.

---. *Santa Clara County – Fire Hazard Severity Zones in SRA*. November 6, 2007.

California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed June 9, 2022. http://hcd.ca.gov/community-development/housing-element/index.shtml.

California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed February 1, 2023. https://www.cdtfa.ca.gov/dataportal/dataset.htm?url=VehicleTaxableFuelDist.

California Department of Transportation. "Scenic Highways." Accessed January 26, 2023. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways.

California Energy Commission. "Natural Gas Consumption by County." Accessed May 31, 2022. http://ecdms.energy.ca.gov/gasbycounty.aspx.

---. "2019 Building Energy Efficiency Standards." Accessed February 1, 2023. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency.

---. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed February 1, 2023. http://ecdms.energy.ca.gov/elecbycounty.aspx.

California Environmental Protection Agency. "Cortese List Data Resources." Accessed February 1, 2023. https://calepa.ca.gov/sitecleanup/corteselist.

California Gas and Electric Utilities. *2020 California Gas Report*. Accessed February 1, 2023.

California Office of Historic Preservation. "CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6." March 14, 2006.

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

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

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.

---. *2014 Parks and Open Space Plan*. 2014. http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=14762.

---. *2020 Urban Water Management Plan*. June 8, 2021.

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

---. *Draft General Plan and Greenhouse Gas Reduction Program, Draft EIR*. November 2011.

---. *Mountain View Register of Historic Resources*. September 20, 2017.

Cornerstone Earth Group. *Environmental Document Review 2110 Old Middlefield Way Mountain View, CA.* January 26, 2023.

County of Santa Clara. Geologic Hazard Zone Map. October 26, 2012.

Department of Toxic Substances and Control. "EnviroStor". Accessed February 1, 2023. https://www.envirostor.dtsc.ca.gov/public/.

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

Hexagon Transportation Consultants, Inc. *2110 Old Middlefield Way Gas Station Development Multi-Modal Transportation Analysis*. August 30, 2022.

Illingworth & Rodkin, Inc. *2110 Old Middlefield Way Gas Station Health Risk & Greenhouse Gas Assessment*. February 1, 2023.

International Car wash Association. *Water Use, Evaporation and Carryout in the Professional Car wash Industry*. 2018.

MVFD. "Stats/Response/Annual Report". Accessed June 10, 2022. http://mountainview.gov/depts/fire/about/report.asp.

National Park Service. "National Register Database and Research". Accessed February 1, 2023. https://www.nps.gov/subjects/nationalregister/database-research.htm.

Odic Environmental. *Phase I Environmental Site Assessment, 2110 Old Middlefield Road Mountain View, CA 94043*. January 1, 2022.

Odic Environmental. *Phase II Environmental Site Assessment, 2110 Old Middlefield Road Mountain View, CA 94043*. November 30, 2022.

San Francisco Regional Water Quality Control Board. "The 303(d) List of Impaired Water Bodies." Accessed March 3, 2022. https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/TMDLs/303dlist.html.

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

Silicon Valley Clean Energy. "Frequently Asked Questions." Accessed February 1 ,2023. https://www.svcleanenergy.org/faqs.

State of California, 2021, Tsunami Hazard Area Map, Santa Clara County; produced by the California Geological Survey, the California Governor's Office of Emergency Services, and AECOM; dated 2021 on the map, mapped at multiple scales.

State Office of Historic Preservation. "Built Environment Resource Directory". Accessed February 1, 2023. https://ohp.parks.ca.gov/?page_id=30338.

U.S. Department of Agriculture Natural Resources and Conservation Service. "Web Soil Survey". Accessed February 1, 2023.

U.S. Energy Information Administration. "Petroleum & Other Liquids, California Field Production of Crude Oil." September 30, 2020. https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=pet&s=mcrfpca1&f=a

---. "Natural Gas Consumption by End Use. 2021." Accessed February 1, 2023. https://www.eia.gov/state/?sid=CA#tabs-2.

---. "State Profile and Energy Estimates, 2020." Accessed February 1, 2023. https://www.eia.gov/state/?sid=CA#tabs-2.

United States Department of Energy. Energy Independence & Security Act of 2007. Accessed February 1, 2023. http://www.afdc.energy.gov/laws/eisa.

United States Department of the Interior. "Memorandum M-37050. The Migratory Bird Treaty Act Does Not Prohibit Incidental Take." Accessed November 22, 2020. https://www.doi.gov/sites/doi.gov/files/uploads/m-37050.pdf.

United States Department of Transportation. USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026." Accessed February 1, 2023. https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026

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

---. “Summary of the Resource Conservation and Recovery Act.” Accessed May 31, 2022. https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act.

---. “Superfund: CERCLA Overview.” Accessed May 31, 2022. https://www.epa.gov/superfund/superfund-cercla-overview.

---. “The 2021 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975.” November 2021. https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1010U68.pdf.

United States Geological Survey. “Mineral Resources Online Spatial Data: Interactive maps and downloadable data for regional and global Geology, Geochemistry, Geophysics, and Mineral Resources”. Accessed February 1, 2023. https://mrdata.usgs.gov/.

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

Washington Department of Fish and Wildlife. “Western Bumble Bee”. Accessed February 1, 2023. https://wdfw.wa.gov/species-habitats/species/bombus-occidentalis#desc-range.

# SECTION 6.0 LEAD AGENCY AND CONSULTANTS

## 6.1 LEAD AGENCY

**City of Mountain View**
Community Development Department
Stephanie Williams, Planning Manager
Phillip Brennan, Senior Planner

## 6.2 CONSULTANTS

**David J. Powers & Associates, Inc.**
Environmental Consultants and Planners
Kristy Weis, Principal Project Manager
Tyler Rogers, Project Manager
Nick Towstopiat, Assistant Project Manager
Ryan Osako, Graphic Artist

**Archaeological/Historical Consultants**
Cultural Resources Services
Dan Shoup, Archaeologist & Historian
Molly Fierer-Donaldson, RPA

**Cornerstone Earth Group, Inc.**
Geotechnical Consultants
Ron Helm, Senior Principal Geologist
Melanie Woolley, Senior PE

**Hexagon Transportation Consultants, Inc.**
Transportation Consultants

**Illingworth & Rodkin, Inc.**
Air Quality/Noise Consultants
James Reyff, President
Michael Thill, Principal
Casey Divine, Air Quality Consultant

**MD Acoustics, LLC**
Noise Consultants
Claire Pincock, INCE-USA

**Odic Environmental**
Hazardous Materials Consultant
Gabriele Baader, Senior Environmental Geologist

# 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 |
| $CO_2e$ | $CO_2$ 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 |
| PDAs | Priority Development Areas |
| PFCs | Perfluorocarbons |
| PHD | Peak Hour Demand |
| PM | Particulate Matter |

| | |
|---|---|
| PPV | Peak Particle Velocity |
| 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 |
| 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 |