

**CITY OF MOUNTAIN VIEW
DRAFT 2030 GENERAL PLAN AND
GREENHOUSE GAS REDUCTION PROGRAM
FINAL ENVIRONMENTAL IMPACT REPORT**

SCH NO. 2011012069



LSA

September 2012

INTRODUCTION TO THE FINAL EIR

This Final EIR document is a compilation of documents prepared individually and previously made available to the public. Consistent with normal practice in the City of Mountain View, a Response to Comments Document, including text revisions and responses to comments, was prepared prior to the certification of the EIR. This Final EIR integrates the Draft EIR and the Response to Comments Document.

In conformance with Section 15132 of the CEQA Guidelines, this Final EIR contains the following, as noted:

- The Draft EIR consists of the main text and Appendices A through G. Appendices A-D are included in Technical Appendix – Volume One, and Appendices E-G are included in Technical Appendix – Volume Two. The reader will note that the text revisions identified in the Response to Comments Document have been incorporated into the Final EIR text. Text deletions are shown in ~~strikeout~~, and new text is shown in underline. Due to text insertions and deletions, the pagination and formatting in the Final EIR may be slightly different from that of the Draft EIR.
- The Response to Comments Document, Chapters I through IV, is included as Appendix H of this Final EIR.

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SCH NO. 2011012069

Submitted to:

City of Mountain View
500 Castro Street
Mountain View, CA 94039-7540
650.903.6306

Prepared by:

LSA Associates, Inc.
2215 Fifth Street
Berkeley, CA 94710
510.540.7331

LSA

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I. INTRODUCTION

A. PURPOSE OF THIS DRAFT EIR

In compliance with the California Environmental Quality Act (CEQA)¹ and the State *CEQA Guidelines*,² this draft Environmental Impact Report (EIR) describes the environmental consequences of the City of Mountain View Draft 2030 General Plan and Greenhouse Gas Reduction Program (GGRP) for the City of Mountain View. The Draft EIR is designed to fully inform decision-makers in the City of Mountain View, other responsible agencies, and the general public of the potential environmental consequences of approval and implementation of the updated Draft General Plan and GGRP. In many instances, it recommends mitigation measures in the form of modifications to the proposed Draft General Plan policies, and actions that would reduce or avoid potentially significant impacts. Appendix A of this Draft EIR contains a compendium of the goals, policies and actions of the Draft General Plan³ as well as the full version of the Public Review Draft GGRP, dated September 26, 2011. This Draft EIR also examines alternatives to the Draft General Plan and GGRP.

The City of Mountain View (City) is the lead agency for environmental review of the project. This Draft EIR will be used by City staff and the public in their review of the Draft General Plan and GGRP.

This document is a Program EIR for the Draft General Plan and GGRP, and may function as a project-level EIR for later specific projects based on the outcome of subsequent project and/or site review and analysis by City staff.⁴ The effects of the Draft General Plan and GGRP land uses and implementation actions are analyzed in this document as specifically and comprehensively as possible, consistent with State law, for further CEQA compliance.

The preparation, content, and processing of this document are covered primarily by *CEQA Guidelines* Section 15168. A program EIR is one that may be prepared on a series of actions that can be characterized as one large project, and that are related: (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) an individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar effects that can be mitigated in similar ways.

The Draft General Plan and GGRP satisfy each of these criteria. They govern land use and development within the City of Mountain View thus resulting in a geographic relationship. The Draft General

¹ PRC Section 21000 et. seq.

² California Code of Regulations, Title 14, Section 15000.

³ Please note that there may be some very minor discrepancies in the wording of the goals, policies and actions contained in Appendix A and those in the Public Review Draft General Plan, but these differences are minor and considered to be insubstantial in regards to this program-level environmental review of the Draft General Plan.

⁴ *CEQA Guidelines* Section 15168.

Plan includes maps, goals, policies, and actions, and the GGRP includes strategies, measures and actions, that are logical parts of a chain of contemplated actions governing future land uses and allowed development. The policies, actions, strategies, and measures either directly establish, or will govern future plans that will establish, rules, regulations, plans, or other general criteria governing implementation of the Draft General Plan. The Draft General Plan and GGRP will be carried out under the authority and approval of the City of Mountain View. Many of the specific projects and actions carried out pursuant to the Draft General Plan and GGRP would have similar environmental impacts which could be mitigated in similar ways.

There are several advantages to a program EIR. It provides a more thorough consideration of regional influences, secondary effects, cumulative impacts, land use and policy alternatives, global climate change, and other factors that apply to the program as a whole. Program EIRs avoid duplicative reconsideration of basic policy considerations. They allow the lead agency to consider broad policy alternatives and program-wide mitigation measures at a time when the agency has greater flexibility to deal with fundamental issues and/or cumulative effects.

Subsequent projects approved or undertaken pursuant to a program EIR may still require additional environmental review. This will be determined by the City on a project-by-project basis based on the details and specifics of the project and/or site, and appropriate subsequent analysis. However, program EIRs allow subsequent environmental review to focus on issues unique to the site or individual project that were not specifically addressed in the program EIR. This allows decision-makers and interested parties to focus the CEQA analysis of a subsequent project on new effects (if any) not considered before.

Subject to the foregoing, other planned growth in the Draft General Plan is expected to move forward under negative declarations, exemptions, and/or reliance on this EIR. The City intends to rely, to the extent legally feasible, upon the statutory exemptions provided under State law including: Public Resources Code Section 21083.3 and *CEQA Guidelines* Section 15183 for land use actions and development consistent with the Draft General Plan.

The City will consider future discretionary projects and make determinations as to their consistency with the Draft General Plan and GGRP, and other regulations and whether they may properly rely on this EIR, and/or whether any subsequent site-level technical studies and resource inventories should be required. The City and other agencies will use information presented in this Program EIR to evaluate future land use and/or development proposals and to focus subsequent CEQA review on project-related impacts (if any) that were not specifically addressed in this EIR.

B. PROPOSED PROJECT

The proposed project evaluated in this Draft EIR consists of two distinct components: 1) the City of Mountain View Draft 2030 General Plan; and 2) the City of Mountain View Greenhouse Gas Reduction Program. While the Draft General Plan would direct land use and development patterns through the entire City, the GGRP would provide implementation measures for reducing greenhouse gas (GHG) emissions in the City of Mountain View. A brief overview of each project component is provided below and described in greater detail in Chapter III, Project Description.

1. City of Mountain View Draft General Plan

The Draft General Plan, which is the City of Mountain View's fundamental land use and development policy document, is intended to guide development throughout the entire City. The Draft General Plan would supersede the existing General Plan, which was adopted in 1992, and was subject to subsequent additions and amendments. The purpose of the Draft General Plan is to guide community development, preservation, and environmental conservation in the City through 2030.

2. City of Mountain View Greenhouse Gas Reduction Program

The GGRP is both a policy document and an implementation tool for the General Plan; it contains goals, policies, performance standards, and implementation measures for achieving GHG emissions reductions in the City of Mountain View. These emissions reductions will contribute to the statewide GHG reduction targets of Assembly Bill (AB) 32 (Global Warming Solutions Act), which calls for statewide GHG emission reductions to 1990 levels by 2020.

C. DRAFT EIR SCOPE

The City of Mountain View circulated a Notice of Preparation (NOP) that included a list of potential environmental effects associated with the Draft General Plan and GGRP. The NOP was published on January 25, 2011 and was distributed to local, regional, and State agencies and posted on the City's General Plan update website, www.mountainview2030.com. Comments received by the City were taken into account during the preparation of the Draft EIR. The NOP and written comments received on the NOP are included in Appendix A.

The Draft EIR focuses on areas of concern identified in the NOP and comments received on the NOP. No environmental topics were scoped out of the Draft EIR. The following environmental topics are addressed in this Draft EIR:

- A. Land Use and Planning Policy
- B. Population, Housing and Employment
- C. Transportation and Circulation
- D. Air Quality
- E. Global Climate Change
- F. Noise
- G. Geology, Soils and Seismicity
- H. Hydrology and Water Quality
- I. Hazards and Hazardous Materials
- J. Biological Resources
- K. Cultural Resources
- L. Public Services
- M. Utilities and Infrastructure
- N. Visual Resources

D. REPORT ORGANIZATION

This Draft EIR is organized into the following chapters:

- *Chapter I – Introduction:* Discusses the overall Draft EIR purpose, provides a summary of the proposed project, describes the Draft EIR scope, and summarizes the organization of the Draft EIR.
- *Chapter II – Summary:* Provides a summary of the impacts that would result from implementation of the project, describes mitigation measures recommended to reduce or avoid significant impacts, and describes the alternatives to the project
- *Chapter III – Project Description:* Provides a description of the regional location and general setting of the City of Mountain View, relationship of the Draft General Plan to California State law, the objectives of the Draft General Plan and GGRP, the elements of the Draft General Plan, land use changes proposed by the Draft General Plan, adaptation and implementation of the Draft General Plan and GGRP, and uses of this Draft EIR.
- *Chapter IV – Setting, Impacts and Mitigation Measures:* Describes the following for each environmental technical topic: existing conditions (setting), potential environmental impacts (project level and cumulative) and their level of significance, and mitigation measures recommended to mitigate identified impacts. Potential adverse impacts are identified by levels of significance, as follows: less-than-significant impact (LTS), significant impact (S), and significant and unavoidable impact (SU). The significance of each impact is categorized before and after implementation of any recommended mitigation measure(s).
- *Chapter V – Alternatives:* Provides an evaluation of four ~~three~~ alternatives to the Draft General Plan and/or GGRP.
- *Chapter VI – Required Conclusions:* Provides an analysis of effects found not to be significant, growth-inducing impacts, unavoidable significant environmental impacts and significant irreversible changes.
- *Chapter VII – Report Preparation:* Identifies preparers of the Draft EIR, references used, and the persons and organizations contacted.
- *Appendices:* The appendices contain the NOP and comments on the NOP, the GGRP, technical calculations, and other documentation prepared in conjunction with this Draft EIR. The appendices are provided on a CD inside the back cover of hard copies of the Draft EIR, but hard copies are available for review at the City Community Development Department and at the Mountain View library.

II. SUMMARY

This chapter provides an overview of the Draft General Plan and GGRP, and the findings outlined in this EIR, including a discussion of alternatives and cumulative project impacts.

A. PROJECT UNDER REVIEW

In compliance with the California Environmental Quality Act (CEQA), this Environmental Impact Report (EIR) describes the environmental consequences of the Draft 2030 General Plan (Draft General Plan) and the Greenhouse Gas Reduction Program (GGRP). This EIR is designed to fully inform decision-makers in the City of Mountain View, other responsible and trustee agencies, and the general public of the potential environmental consequences of approval and implementation of the Draft General Plan and GGRP. The Draft EIR analyzes the potential environmental impacts of the Draft General Plan and GGRP. A more detailed description of the project Chapter III, Project Description. The City of Mountain View (City) is the lead agency for environmental review of the Draft General Plan and GGRP. This EIR will be used by City staff, responsible agencies, and the public in their review of the Draft General Plan and GGRP.

B. SUMMARY OF IMPACTS AND MITIGATION MEASURES

The summary provides an overview of the analysis contained in Chapter IV, Setting, Impacts and Mitigation Measures. CEQA requires a summary to include a discussion of: (1) potential areas of controversy; (2) significant impacts; (3) significant unavoidable impacts; (4) alternatives to the proposed project; and (5) cumulative impacts.

1. Notice of Preparation Comments

A total of 12 letters received on the Notice of Preparation (NOP) raised issues that were then further evaluated in the Draft EIR, including greenhouse gas emissions; sea-level rise; local and regional transportation-related impacts; hazards-related impacts; flood hazards; water supply; water quality; housing and employed residents imbalance; relocation or expansion of energy-related facilities; school facilities with limited capacities; and a range of alternatives to be analyzed. The NOP and comments received are included in Appendix A of this Draft EIR. A discussion of these topics along with recommended mitigation measures, as necessary, are provided in the appropriate topical sections of this EIR. Mitigation measures to be incorporated into the Draft General Plan and GGRP are recommended as necessary.

2. Significant Impacts

Under CEQA, a significant impact on the environment is defined as "...a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project,

including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.”¹ Implementation of the Draft General Plan and GGRP has the potential to result in adverse environmental impacts in several environmental areas. Impacts in the following areas would be significant without the implementation of mitigations measures, but would be reduced to a less-than-significant level if the mitigation measures recommended in this report are implemented:

- Transportation and Circulation
- Air Quality
- Geology, Soils, and Seismicity
- Hazards and Hazardous Materials
- Biological Resources
- Cultural Resources
- Public Services
- Visual Resources

3. Significant Unavoidable Impacts

Implementation of the Draft General Plan and GGRP would result in significant and unavoidable impacts in the following areas:

- Increased daily land-use-based vehicle miles of travel (VMT) due to population and employment growth planned within the City;
- Increased motor vehicle traffic and congestion, which would result in decreased roadway and freeway segments levels of service on several roadway and freeway study segments;
- Increased motor vehicle traffic and congestion outside the City of Mountain View;
- Increased traffic noise levels along some roadway and freeway segments in the City;
- Violation of air quality standards by increasing VMT greater than population increase; and
- Cumulatively considerable net increase in ozone and particulate emissions.

4. Alternatives to the Project

The following three alternatives to the Draft General Plan and GGRP were considered in this Draft EIR:

- The CEQA-required **No Project alternative**, which assumes that the Draft General Plan and GGRP would not be adopted or implemented that that development would continue in accordance with the 1992 General Plan.
- The **Lower Intensity alternative** assumes that there would be less intensive development in the specified change areas, allowing for fewer jobs and less housing in the North Bayshore and East Whisman change areas and along transportation corridors by 2030.

¹ Remy, Thomas, Moose, and Manley, 2007. *Guide to the California Environmental Quality Act*, p. 184; Public Resources Code 15382; Public Resources Code 21068.

- The **Increased Housing alternative** is intended to reduce the City's per capita vehicle miles traveled (VMT) to the level associated with existing conditions (and achieve other environmental benefits) by providing additional housing in the City in close proximity to jobs.
- The **North Bayshore alternative** assumes a continued focus on jobs-producing commercial and R&D development in the North Bayshore area that does not include residential uses. This alternative would also include a reduction of 500,000 square feet of commercial uses.

C. SUMMARY TABLE

Information in Table II-1, Summary of Impacts and Mitigation Measures, has been organized to correspond with environmental issues discussed in Chapter V. The table is arranged in five columns: (1) impacts; (2) the project component the impact applies to; (3) level of significance prior to mitigation; (4) mitigation measures; and (5) level of significance after mitigation. Levels of significance are categorized as follows: SU = Significant and Unavoidable, S = Significant; and LTS = Less than Significant. For a complete description of potential impacts and recommended mitigation measures, please refer to the specific topical discussion in Chapter IV.

Table II-2: Summary of Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
A. Land Use and Planning Policy			
<i>There are no significant land use impacts.</i>			
B. Population, Housing and Employment			
<i>There are no significant impacts related to population, housing, and employment.</i>			
C. Transportation, Circulation and Parking			
<p><u>TRANS-1</u>: Implementation of the Draft General Plan and GGRP would result in increased daily land-use-based vehicle miles of travel (VMT) <u>per service population in 2030</u> due to population and employment growth planned within the City.</p>	S	<p><u>TRANS-1</u>: The City shall include the following new policy in the Mobility chapter:</p> <p><u>POLICY MOB ###.###: Multi-modal transportation monitoring.</u> Monitor progress on the effectiveness of proposed policies to reduce VMT per service population by establishing transportation mode share targets and periodically comparing travel survey data to established targets.</p> <p>The City shall include the following new action under Policy MOB 8.1:</p> <p><u>ACTION MOB 8.1.3: Interim level of service (LOS) standards.</u> Until adoption of the mobility plans described in action MOB 1.1.1, maintain the Citywide vehicle LOS standards from the 1992 General Plan, which include a target peak hour LOS policy of LOS D for all intersections and roadway segments, with the following exceptions in high-demand areas:</p> <ul style="list-style-type: none"> • <u>Use LOS E for intersections and street segments within the Downtown Core and San Antonio areas where vitality, activity and multi-modal transportation use are primary goals; and</u> • <u>Use LOS E for intersections and street segments on CMP designated roadways in Mountain View (e.g., El Camino, Central Expressway and San Antonio Road).</u> <p>Monitoring will assist the City in evaluating the effectiveness of the proposed Mobility Element and Land Use and Design Element policies listed in the introduction of this section and associated VMT reduction measures (e.g., land use/location, neighborhood/site enhancement, parking policy/pricing, transit system improvements, and commute trip reduction programs) that may be needed to reduce VMT. However, until such time that additional measures can be incorporated, implementation of the proposed project would result in an increase in VMT that would be considered a significant and unavoidable impact.</p>	SU

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-2a</u>: Under Existing Plus Draft General Plan Conditions 2009, implementation of the proposed project would increase motor vehicle traffic and congestion, which would result in decreased roadway segment levels of service on one roadway study segment (39. San Antonio Road between SB US 101 Ramps and Charleston Road). This would be considered a potentially significant impact.</p>	<p>S</p>	<p><u>TRANS-2a</u>: To improve the LOS, the roadway segments could be widened to meet Palo Alto’s citywide level of service standard. However, unless complete funding is available from various sources including the City of Mountain View, implementation of the necessary widening and roadway improvements is not likely or feasible. Additionally, since any roadway improvements would be located outside of the City of Mountain View’s jurisdiction, implementation of the roadway improvements cannot be guaranteed by the City. Therefore, no feasible mitigation measures have been identified; this impact would remain significant and unavoidable under Existing Plus Draft General Plan Conditions.</p>	<p>SU</p>
<p><u>TRANS-2b</u>: Under Draft General Plan Conditions 2030, implementation of the proposed project would increase motor vehicle traffic and congestion, which would result in decreased roadway segment levels of service on several roadway study segments. This would be considered a potentially significant impact.</p>	<p>S</p>	<p><u>TRANS-2b</u>: To improve the LOS, the roadway segments can be widened to meet the citywide level of service standard. Widening roadways will result in improved levels of service and decreased vehicle delays; however, the additional pavement width and crossing distance conflicts with the City’s multi-modal goals and desire to better balance transportation investments. Alternatively, the City can consider potential operational improvements, such as signal timing and coordination, to ensure that the roadway system is optimized for safe and efficient traffic flow where these improvements are feasible and under the authority and jurisdiction of the City to implement. In the case of San Antonio Road between SB US 101 Ramps and Charleston Road, implementation of roadway widening cannot be guaranteed because this roadway segment is located outside of the City of Mountain View’s jurisdiction. While signal timing and coordination may reduce levels of service impacts on some roadways, the City cannot be certain at this time that such improvements would fully mitigate these impacts and no other feasible mitigation measures have been identified as part of this General Plan planning-level analysis. Due to the conflicts with the City’s multi-modal policies and physical constraints, these impacts would remain significant and unavoidable under Draft General Plan Conditions 2030.</p>	<p>SU</p>
<p><u>TRANS-3a</u>: Under Existing Plus Draft General Plan Conditions 2009, implementation of the proposed project would increase motor vehicle traffic and congestion, which would result in decreased freeway segment levels of service on several freeway study segments. This would be considered a potentially significant impact.</p>	<p>S</p>	<p><u>TRANS-3a</u>: To increase the improve LOS, these freeway segments could be widened by one or more freeway lanes to meet the VTA and/or Caltrans level of service standard. While widening these freeways would result in increased improved levels of service and decreased vehicle delays, most of the freeways serving Mountain View are constrained by the available right of way and funding. Additionally, all of the segments are under Caltrans jurisdiction and the City of Mountain View cannot ensure that improvements to freeway segments are made. Therefore, this impact would remain significant and unavoidable.</p>	<p>SU</p>

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-3b</u>: Under Draft General Plan Conditions 2030, implementation of the proposed project would increase motor vehicle traffic and congestion, which would result in decreased freeway segment levels of service on several freeway study segments. This would be considered a potentially significant impact.</p>	<p>S</p>	<p><u>TRANS-3b</u>: To increase the LOS, these freeway segments could be widened by one or more freeway lanes to meet the level of service standard. While widening these freeways would result in increased levels of service and decreased vehicle delays, most of the freeways serving Mountain View are constrained by the available right of way and funding. Additionally, all of the segments are under Caltrans jurisdiction and the City of Mountain View cannot ensure that improvements to freeway segments are made. Thus, implementation of the Draft General Plan would have a significant and unavoidable impact on freeway segment LOS and no feasible mitigation measures have been identified that would reduce the impact to a less-than-significant level; this impact would remain significant and unavoidable under Draft General Plan Conditions.</p>	<p>SU</p>
<p><u>TRANS-4a</u>: Under Existing Plus Draft General Plan Conditions 2009, implementation of the proposed project would increase motor vehicle traffic and congestion outside the City of Mountain View. This would be considered a significant and unavoidable impact.</p>	<p>S</p>	<p><u>TRANS-4a</u>: No feasible mitigation measures are available since implementation of the necessary improvements does not have complete funding available and the implementation of any roadway improvements cannot be guaranteed because the improvements would be located outside of the City of Mountain View's jurisdiction. Thus, implementation of the Draft General Plan would remain a significant and unavoidable impact and no feasible mitigation measures have been identified that would reduce the impact to less-than-significant level.</p>	<p>SU</p>
<p><u>TRANS-4b</u>: Under Draft General Plan Conditions 2030, implementation of the proposed project would increase motor vehicle traffic and congestion outside the City of Mountain View. This would be considered a significant and unavoidable impact.</p>	<p>S</p>	<p><u>TRANS-4b</u>: No feasible mitigation measures are available since implementation of the necessary improvements does not have complete funding available and the implementation of any roadway improvements cannot be guaranteed because the improvements would be located outside of the City of Mountain View's jurisdiction. Thus, implementation of the Draft General Plan would remain a significant and unavoidable impact and no feasible mitigation measures have been identified that would reduce the impact to less-than-significant level.</p>	<p>SU</p>

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-5a</u>: Under Existing Plus Draft General Plan Conditions, implementation of the proposed project would increase traffic congestion, which may indirectly result in increased emergency response times. This would be considered a potentially significant impact.</p>	S	<p><u>TRANS-5a</u>: The City shall adopt the following new policy as part of the Draft General Plan in order to maintain acceptable emergency response times in the existing plus project condition:</p> <p><u>POLICY MOB 10.4: Emergency response. Monitor emergency response times and where necessary consider appropriate measures to maintain emergency response time standards. Measures to ensure provision of adequate response times may include the expanded use of emergency vehicle signal preemption, evacuation route modifications, or the construction of new facilities (e.g., fire stations).</u></p>	LTS
<p><u>TRANS-5b</u>: Under Draft General Plan Conditions, implementation of the proposed project would increase traffic congestion, which may indirectly result in increased emergency response times. This would be considered a potentially significant impact.</p>	S	<p><u>TRANS-5b: Implement Mitigation Measure TRANS-5a. The City shall adopt the following new policy as part of the Draft General Plan in order to maintain acceptable emergency response times in the cumulative condition:</u></p> <p><u>POLICY MOB 10.4: Emergency response. Monitor emergency response times and where necessary consider appropriate measures to maintain emergency response time standards. Measures to ensure provision of adequate response times may include the expanded use of emergency vehicle signal preemption, evacuation route modifications, or the construction of new facilities (e.g., fire stations).</u></p>	LTS
D. Air Quality			
<p><u>AIR-1</u>: The Draft General Plan and GGRP would not include all feasible control measures (particularly those related to goods movement and the heat island effect) consistent with the BAAQMD 2010 Clean Air Plan resulting in a cumulatively considerable net increase in criteria air pollutants.</p>	S	<p><u>AIR-1a</u>: Amend the Infrastructure and Conservation chapter of the Draft General Plan to include the following policies:</p> <p><u>POLICY INC 20.4: Maintain freight routes. Identify and maintain primary freight routes that provide direct access to industrial and commercial areas.</u></p> <p><u>POLICY INC 20.5: Truck access. Plan industrial and commercial development to avoid truck access through residential areas, and minimize truck travel on streets designated Residential in the General Plan.</u></p>	LTS

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<u>AIR-1</u> <i>Continued</i>		<u>AIR-1b</u> : Amend the Land Use and Design chapter of the Draft General Plan as follows: POLICY LUD 10.9: Sustainable roofs. Encourage sustainable roofs that reduce a building's energy use, <u>reduce the heat island effect of new and existing development</u> and provide other ecological benefits.	
<u>AIR-2</u> : Implementation of the Draft General Plan and GGRP could contribute to or result in a violation of air quality standards in the existing and cumulative conditions by increasing VMT greater than the population increase.	S	<u>AIR-2</u> : Implement Mitigation Measure TRANS-1. Implementation of Mitigation Measure TRANS-1 and the policies and measures identified above would reduce the impact over time and would assist the City in considering additional measures that may be needed to reduce VMT, however until such time additional measures can be incorporated, implementation of the proposed project would result in an increase in VMT that would be considered a significant and unavoidable impact.	SU
<u>AIR-3</u> : Implementation of the Draft General Plan and GGRP could contribute to or result in a violation of air quality standards in the existing and cumulative conditions from construction exhaust and particulate emissions.	S	<u>AIR-3</u> : Amend the Infrastructure and Conservation chapter of the Draft General Plan to add the following new policies as follows: <u>POLICY INC 20.6: Air quality standards.</u> Protect the public and <u>construction workers from construction exhaust and particulate emissions.</u> <u>ACTION 20.6.14: Adopt and periodically update standard mitigation measures and development conditions for dust, particulate, and exhaust control standard measures for demolition and grading activities in compliance with the BAAQMD CEQA Air Quality Guidelines.</u>	LTS
<u>AIR-4</u> : Implementation of the Draft General Plan and GGRP would result in a cumulatively considerable net increase in ozone and particulate emissions.	S	<u>AIR-4</u> : Implement Mitigation Measures AIR-1, AIR-2 and AIR-3.	SU
<u>AIR-5</u> : Implementation of the Draft General Plan could expose sensitive receptors to substantial pollutant concentrations under existing and cumulative conditions.	S	<u>AIR-5</u> : Amend the Infrastructure and Conservation chapter of the Draft General Plan to include new policies and actions as follows: <u>POLICY 20.740: Protect sensitive receptors.</u> Protect the public from <u>substantial pollutant concentrations.</u> <u>ACTION 20.740.1: Protection of sensitive receptors.</u> Adopt <u>procedures to require health risk assessments, emissions analysis and risk reduction plans in accordance with BAAQMD-recommended procedures for sensitive land uses, and establish standard mitigation measures and development conditions to comply with BAAQMD standards.</u>	LTS

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>AIR-6</u>: Implementation of the proposed Draft General Plan and GGRP could result in the exposure of residents to offensive odors under existing and cumulative conditions.</p>	S	<p><u>AIR-6</u>: Modify the Infrastructure and Conservation chapter of the Draft General Plan to include new policies and actions as follows:</p> <p><u>POLICY 20.845: Offensive odors. Protect residents from offensive odors.</u></p> <p><u>ACTION 20.845.1: Odor Control: Adopt and periodically update City Code regulations, standard mitigation measures and/or development conditions for sources of objectionable odors.</u></p>	LTS
<p>E. Global Climate Change</p>			
<p><i>There are no significant impacts related to global climate change.</i></p>			
<p>F. Noise</p>			
<p><u>NOI-1</u>: Increased traffic from projected development under the Draft General Plan and GGRP would result in a significant increase in traffic noise levels compared to existing conditions in the 2030 and cumulative conditions along some roadway and freeway segments in the City.</p>	S	<p><u>NOI-1</u>: Implementation of the policies and actions included in the Draft General Plan would help to reduce the severity of the significant impact associated with an increase in traffic noise levels over existing conditions associated with development under the Draft General Plan; however no additional feasible mitigation measures are available to reduce this impact to a less-than-significant level. Therefore, this impact would remain significant and unavoidable.</p>	SU
<p>G. Geology, Soils, and Seismicity</p>			
<p><u>GEO-1</u>: Implementation of the Draft General Plan and GGRP could result in substantial risk related to geologic or seismic hazards.</p>	S	<p><u>GEO-1</u>: Amend Action PSA 4.2.1 as follows:</p> <p><u>ACTION PSA 4.2.1: Enforce building codes. Enforce building and fire codes and standards. All development and construction proposals shall be reviewed by the City of Mountain View to ensure conformance to current and applicable building and fire code standards.</u></p>	LTS
<p><u>GEO-2</u>: Development associated with the Draft General Plan or GGRP could result in damage to structures or property from expansive or corrosive soils.</p>	S	<p><u>GEO-2</u>: Add a new Action to Policy PSA 4.2 as follows:</p> <p><u>ACTION PSA 4.2.6: Geotechnical studies. Adopt and periodically update a set of standard mitigation measures and development conditions related to geotechnical/soils investigation and environmental site assessments.</u></p>	LTS
<p>H. Hydrology and Water Quality</p>			
<p><i>There are no significant impacts related to hydrology and water quality.</i></p>			

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
I. Hazards and Hazardous Materials			
<u>HAZ-1</u> : Development under the Draft General Plan and GGRP could contribute to an increase in public and environmental exposure to hazardous materials contamination in development areas.	S	<u>HAZ-1</u> : Add Action PSA 4.2.6 to the Draft General Plan and GGRP as follows: <u>ACTION PSA 4.2.76: Hazardous materials contamination. Adopt and periodically update a set of standard mitigation measures and development conditions to reduce the potential for contamination associated with hazardous materials related to areas adjacent to highways or previously used for agriculture or industrial uses.</u>	LTS
<u>HAZ-2</u> : Development under the Draft General Plan and GGRP could contribute to an increase in public and environmental exposure to hazardous materials from federal Superfund sites.	S	<u>HAZ-2</u> : Amend Action PSA 3.4.1 of the Draft General Plan and GGRP as follows: <u>ACTION PSA 3.4.1: Monitor Moffett Field remediation of federal Superfund sites.</u> Monitor environmental remediation activities at Moffett Field federal Superfund sites within or adjacent to the City of Mountain View and ensure development in areas contaminated by federal Superfund sites implement appropriate measures to protect human health and the environment.	LTS
J. Biological Resources			
<u>BIO-1</u> : Implementation of the Draft General Plan may result in the destruction of burrows occupied by burrowing owls.	S	<u>BIO-1</u> : Add Action LUD 16.1.2 under Policy LUD 16.1 of the Draft General Plan as follows: <u>ACTION 16.1.2: Burrowing owl avoidance/protection during development.</u> Require preconstruction surveys and protection measures for burrowing owls prior to any North Bayshore development activities on parcels that a qualified biologist has determined provide suitable underground retreats (e.g., ground squirrel burrows, debris piles, storm drain inlets) that could be occupied by either breeding or wintering owls. Consultation with the California Department of Fish and Game shall be required for any site on which burrowing owls are found during the preconstruction survey.	LTS

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>BIO-2:</u> Implementation of the Draft General Plan may result in impacts to Congdon’s tarplant.</p>	<p>S</p>	<p><u>BIO-2:</u> Add Action LUD 16.1.3 under Policy LUD 16.1 of the Draft General Plan as follows:</p> <p><u>ACTION 16.1.3: Special-status plant surveys. Require preconstruction surveys for Congdon’s tarplant and other special-status plant species prior to development of any ruderal or grassland habitat in the North Bayshore area in accordance with CDFG protocols.</u></p>	<p>LTS</p>
<p><u>BIO-3:</u> Implementation of the Draft General Plan may result in the destruction of wildlife nursery sites such as active bird nests and/or bat roosts.</p>	<p>S</p>	<p><u>BIO-3:</u> Revise Action LUD 10.2.1 and add Action LUD 10.2.2 under Policy LUD 10.2 of the Draft General Plan as follows:</p> <p><u>ACTION LUD 10.2.2: Protection of wildlife nursery sites. Require preconstruction surveys for nesting birds and/or roosting bats prior to any development that involves the removal of vegetation and/or demolition/restoration of abandoned structures (e.g., houses, barns, sheds, bridges).</u></p>	<p>LTS</p>
<p>K. Cultural Resources</p>			
<p><u>CULT-1:</u> Ground-disturbing activities associated with new development and redevelopment allowed under the Draft General Plan and GGRP could adversely affect archaeological deposits that qualify as historical resources or archaeological resources under CEQA.</p>	<p>S</p>	<p><u>CULT-1:</u> The following new policy and actions shall be included in the Land Use and Design element of the General Plan:</p> <p><u>POLICY LUD 11.5: Protect important archaeological and paleontological sites. Utilize the development review process to identify and protect archaeological and paleontological deposits.</u></p> <p><u>ACTION LUD 11.5.1: Review Historic Property Directory List. Prior to approval of development permits for projects that include ground-disturbing activities, City staff shall review the most recent and updated Northwest Information Center list: Historic Property Directory for the County of Santa Clara, to determine if known archaeological and paleontological sites underlie the proposed project. If it is determined that known cultural resources are within ¼ mile of the project site, the City shall require the project applicant to conduct a records search at the Northwest Information Center (NWIC) at Sonoma State University to confirm whether there are any recorded cultural resources within or adjacent to the project site. Based on that research, the City shall determine whether field study by a qualified cultural resources consultant is recommended.</u></p>	<p>LTS</p>

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<u>CULT-1</u> <i>Continued</i>		<p><u>ACTION LUD 11.5.2: Pre-construction cultural resource surveys.</u> Should City staff determine that field study for cultural resources is required, the project applicant shall have a cultural resource professional meeting the Secretary of the Interior’s Standards in history and/or archaeology conduct a pre-construction survey to identify significant cultural resources – including archaeological sites, paleontological resources, and human remains – in the project site and provide project-specific recommendations, as needed. Coordination with local Native American communities should be done when significant cultural resources and remain remains are identified as part of pre-approval site analysis.</p> <p><u>ACTION LUD 11.5.3: Archaeological and paleontological standard conditions.</u> Adopt and periodically update a set of standard mitigation measures and development conditions to address the discovery and identification of archaeological and paleontological deposits.</p>	
<u>CULT-2:</u> Ground-disturbing activities associated with new development and redevelopment allowed under the Draft General Plan and GGRP could adversely affect significant paleontological deposits under CEQA.	S	<u>CULT-2:</u> Implement Mitigation Measure CULT-1 to determine the potential for paleontological deposits within a project site and to ensure project-specific mitigations for such resources are incorporated as conditions of project approval.	LTS
<u>CULT-3:</u> Ground-disturbing activities associated with new development and redevelopment allowed under the Draft General Plan and GGRP could adversely affect human remains interred outside of formal cemeteries.	S	<p><u>CULT-3:</u> Implement Mitigation Measure CULT-1 to identify significant archaeological resources, including those that contain human remains. In addition, the following new policy and action shall be included in the Land Use and Design element of the General Plan:</p> <p><u>POLICY LUD 11.6: Protect Human Remains.</u> 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.</p>	LTS

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>CULT-3</u> <i>Continued</i></p>		<p><u>ACTION LUD 11.6.1: Human Remains.</u> Should human remains be found on a project site, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall be disturbed until the Santa Clara County Coroner is contacted and determines that no investigation of the cause of death is required. If an investigation is required, and the coroner determines the remains to be Native American then: (1) the coroner would contact the Native American Heritage Commission within 24 hours; (2) the Native American Heritage Commission would identify the person or persons it believes to be the most likely descended from the deceased native American; (3) the most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.</p>	
<p>L. Public Services</p>			
<p><u>PS-1:</u> New growth and development associated with implementation of the Draft General Plan and GGRP would generate a demand for police protection services beyond the existing police department capacity and may result in the need for additional staff and facilities.</p>	<p>S</p>	<p><u>PS-1:</u> Amend the Draft General Plan to include the following new policy and action:</p> <p><u>POLICY PSA 2.6: Police service levels and facilities.</u> Ensure Mountain View Police Department service levels and facilities meet demands from new growth and development.</p> <p><u>ACTION PSA 2.6.1: Police service levels and facilities.</u> Periodically review Police Department service levels and facility needs based on the most recent City studies and recommendations.</p>	<p>LTS</p>
<p><u>PS-2:</u> Growth at full implementation of the Draft General Plan would exceed the capacity of public school facilities and may result in the need for additional facilities to maintain acceptable service ratios.</p>	<p>S</p>	<p><u>PS-2:</u> Amend the Draft General Plan to include the following new policies:</p> <p><u>POLICY POS 5.6:</u> Ensure that schools serving new development are constructed concurrent with the needs of the community, to the extent allowed by State law.</p> <p><u>POLICY POS 5.7:</u> Collaborate with local school districts on their facility needs and identification of appropriate locations for school sites.</p>	<p>LTS</p>
<p>M. Utilities</p>			
<p><i>There are no significant impacts related to utilities.</i></p>			

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
N. Visual and Aesthetic Resources			
<p><u>VIS-1</u>: Development projects under the Draft General Plan and GGRP could increase the amount of light and glare in Mountain View.</p>	S	<p><u>VIS-1</u>: The Draft General Plan shall be amended to include the following policy in the Land Use and Design chapter of the Draft General Plan:</p> <p><u>POLICY LUD-#</u>: Light and glare. Minimize light and glare from new development.</p> <p><u>ACTION ###</u>: Light Standards. Adopt and periodically update a set of City Code regulations, standard mitigation measures and/or development conditions to minimize off-site light and glare from new development.</p>	LTS

Source: LSA Associates, Inc., 2011.

III. PROJECT DESCRIPTION

This chapter describes the City of Mountain View Draft 2030 General Plan (Draft General Plan) and the City of Mountain View Greenhouse Gas Reduction Program (GGRP), the two components of the proposed project which are being evaluated in this Draft EIR. This chapter provides an overview of the proposed project's regional location and general setting; intended uses of this Draft EIR; a description of the projects relationship to State law and regional initiatives; project objectives for this EIR analyses; and a detailed description of the proposed Draft General Plan and the GGRP.

A. INTRODUCTION

The proposed project analyzed in this Draft EIR contains two components:

- **City of Mountain View Draft 2030 General Plan.** The City of Mountain View has prepared a comprehensive Draft General Plan to update its 1992 General Plan. As the City's fundamental land use and development policy document, the General Plan describes where and how the City will change over time. The purpose of the Draft General Plan is to guide community development and preservation in addition to environmental conservation in the City through 2030 and contains chapters on land use and design; mobility; parks, open space and community facilities; public safety; noise; and natural resources, infrastructure, and conservation. The Housing Element is part of the General Plan but is not included within the Draft EIR. It was adopted in October 2011 along with a Negative Declaration that provided a separate environmental review and analysis. The Housing Chapter's goals and policies are consistent with the Draft General Plan.
- **City of Mountain View Greenhouse Gas Reduction Program (GGRP).** The GGRP is both a policy document and an implementation tool for the General Plan; it contains goals, policies, performance standards, and implementation measures for achieving greenhouse gas (GHG) emission reductions in the City of Mountain View. These emission reductions will help contribute to the statewide GHG reduction targets of Assembly Bill (AB) 32, which call for Statewide GHG emissions reductions to 1990 levels by 2020. The GGRP will also meet the mandates as outlined in Section 4.3 of the Bay Area Air Quality Management District (BAAQMD) *CEQA Air Quality Guidelines*¹ and the recent standards for "qualified plans" set forth by BAAQMD. The BAAQMD encourages local governments to adopt a qualified GHG Reduction Strategy that is consistent with AB 32 goals." The GGRP includes existing (baseline year 2005²) and projected GHG inventory of sources; GHG reduction targets; estimated GHG reductions from local actions and from State policies and regulations that may be planned or adopted; mandatory and enforceable measures and strategies to be applied to new and existing municipal and private development projects; and a monitoring program to ensure targets are met.

¹ Bay Area Air Quality Management District, 2010. *CEQA Air Quality Guidelines*. June.

² The City's adoption targets use 2005 emissions as a baseline year, whereas AB 32 uses 1990 as a baseline year. However, the California Air Resources Board (CARB) has acknowledged it is not feasible or practical for many cities to accurately use 1990 levels as a baseline. Therefore, Mountain View and most Bay Area cities are using 2005 emissions as their baseline level.

The Draft General Plan and GGRP are evaluated separately within this Draft EIR, and specific impacts and mitigation measures attributable to each program are identified, as necessary. This approach allows the City's decision-makers, regulatory agencies and the public to clearly understand the environmental effects that may be specific to the Draft General Plan and to the GGRP. The combined effects of the Draft General Plan, the GGRP, and regional growth as identified in the Association of Bay Area Governments (ABAG) land use projections for adjacent jurisdictions and planned and funded transportation system improvements in the *Valley Transportation Plan (VTP) 2030* adopted by the Valley Transportation Authority (VTA) in 2005, as well as information concerning reasonably anticipated projects provided by the City of Mountain View and adjacent jurisdictions, as well as the County of Santa Clara and the contribution of the Draft General Plan and the GGRP to those effects are evaluated and disclosed in the cumulative impacts discussion contained within each Draft EIR topical section.

B. REGIONAL LOCATION AND GENERAL SETTING

The City of Mountain View sits at the base of the Santa Cruz and Diablo mountain ranges at the southern end of the San Francisco Peninsula, where the Peninsula joins the Santa Clara Valley. The City is approximately 12 square miles in size and is located in northwestern Santa Clara County. The City is bounded by Palo Alto to the west, Los Altos to the south, Sunnyvale and Nasa-Ames/Moffett Federal Airfield complex to the east, and the San Francisco Bay and tidal marshes to the north. Several creeks run through Mountain View, beginning in the mountains and emptying to the San Francisco Bay.

Mountain View's development has been significantly influenced by its strategic location near major transportation routes. The City is bisected by El Camino Real, (State Route 82), which runs between San Jose and San Francisco and provides a regional connection between the two cities. Other regional access routes in Mountain View include U.S. Highway 101, State Routes 85 and 237, Central Expressway and regional rail connections (Caltrain). Within Mountain View, the Santa Clara Valley Transportation Authority (VTA) operates nine local and rapid service bus routes along the major arterial corridors, and a light rail system which operates the Mountain View-Winchester Line between the Downtown Mountain View station and the Winchester station in Campbell. Stations in or near the City include the following: Downtown Mountain View Transit Center, Evelyn Station, Whisman Station, Middlefield Station, and Bayshore/NASA Station. The VTA also provides shuttle and paratransit services throughout the county. The Moffett Federal Airfield is located east of the Mountain View City limits and adjacent to the NASA Ames Research Center. Moffett Federal Airfield is a federally owned and operated airfield. The closest public airport facility is the City of Palo Alto Municipal Airport located approximately 2.5 miles northwest of Mountain View. The closest freight and passenger commercial airport facility is Norman Y. Mineta San Jose International Airport, located approximately 11 miles south of Mountain View.

The City of Mountain View officially incorporated on November 7, 1902, with a population of 610. Historically, the City began as an agricultural community with a compact business and residential core surrounded by agriculture-based uses. Today, Mountain View is mostly built out with little remaining vacant land. Mountain View's Downtown lies in the center of the City, in between Central Expressway to the north and El Camino Real to the south. The residential neighborhoods of the City generally are developed at suburban densities. Industrial and commercial areas exist in the northern and western areas of the City, and along El Camino Real. The North Bayshore area, adjacent to the

Moffett Federal Airfield and the NASA Ames Research Center, has become a major regional employment center for high-tech firms, including Google.

The 2010 US Census identifies the City of Mountain View's population (within the City limits) at 74,066,³ representing about 3.9 percent of Santa Clara County's estimated population of 1.89 million people.⁴ The City contained an estimated 33,881 housing units⁵ and 56,228 jobs.⁶

C. INTENDED USES OF THE DRAFT EIR

This Draft EIR is designed to fully inform City decision-makers, in addition to other responsible agencies, persons, and the general public of the potential environmental effects associated with implementation of the Draft General Plan and GGRP.

This Draft EIR has been prepared in accordance with CEQA (PRC Section 21000 et seq.) and the State *CEQA Guidelines* (California Code of Regulations, Title 14, Section 15000 et seq.). As provided in the State CEQA Guidelines, for projects subject to CEQA, public agencies are charged with the duty to substantially lessen or avoid significant environmental effects where feasible (refer to PRC Section 21004, *CEQA Guidelines* Sections 15002(a)(3) and 15021(a)(2)). In discharging this duty, the public agency has an obligation to balance a variety of public objectives, taking into account economic, environmental, and social issues. The Draft EIR is an informational document that informs public agency decision-makers and the public of the significant environmental effects and the ways in which those impacts could be reduced to less-than-significant levels, either through the imposition of mitigation measures or through the implementation of specific alternatives to the project as proposed. In a practical sense, this Draft EIR functions as a tool for fact-finding, allowing the public, and the City an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure. Additionally, this Draft EIR provides the primary source of environmental information for the City to consider when exercising any permitting authority or approval power directly related to implementation of the proposed General Plan and GGRP.

This Draft EIR can be characterized either as a Program EIR prepared pursuant to State *CEQA Guidelines* Section 15168, or as a first-tier EIR prepared pursuant to State *CEQA Guidelines* Section 15152. These labels are complementary, not mutually exclusive. Regardless of its title, the document is intended to act as an analytical superstructure for subsequent, more detailed analyses associated with individual project applications consistent with the General Plan and GGRP. One of the City's goals in preparing the current document is to minimize the amount of new information that would be required in the future at the "project level" of planning and environmental review by dealing as comprehensively as possible in this document with cumulative impacts, regional considerations, and similar big-picture issues.

³ U.S. Census, 2011. 2010 Census Redistricting Data (Public Law 94-171) Summary File, Tables P1, P2, P3, P4, H1. Website: factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml (accessed April 22).

⁴ California, State of, 2010. Department of Finance, *Population Estimates and Components of Change by County, July 1, 2000-2010*. December.

⁵ U.S. Census, 2011. 2010 Census, Profile of General Population and Housing Characteristics: 2010. Website: factfinder2.census.gov (accessed November 8).

⁶ California, State of, 2011. Employment Development Department, *Unemployment Rate and Labor Force*. Website: www.labormarketinfo.edd.ca.gov/?pageid=1006 (accessed August 17).

According to State *CEQA Guidelines* Section 15168(c)(5), “[a] program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible.” Later environmental documents (EIRs, Mitigated Negative Declarations, or Negative Declarations) can incorporate by reference materials from the Program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (State *CEQA Guidelines* Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (State *CEQA Guidelines* Section 15168[d][3]).

State *CEQA Guidelines* Section 15168(c), entitled “Use with Later Activities,” provides, in pertinent part, as follows:

Subsequent activities in the program must be examined in the light of the Program EIR to determine whether an additional environmental document must be prepared:

- (1) If a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.
- (2) An agency shall incorporate feasible mitigation measures and alternatives developed in the Program EIR into subsequent actions in the program.
- (3) Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the Program EIR.

Here, the City anticipates preparing Initial Studies whenever landowners within the City submit applications for site-specific approvals, in order to determine how much the environmental review for such applications may rely on this EIR. The City’s intent is that new analyses for these site-specific actions will focus on issues and impacts regarding detailed site-specific information, which this Program EIR by definition has not evaluated.

Future site-specific approvals may also be narrowed pursuant to the rules for tiering set forth in State *CEQA Guidelines* Section 15152. “[T]iering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on ‘the big picture,’ and can then use streamlined CEQA review for individual projects that are consistent with such...[first tier decisions] and are...consistent with local agencies’ governing general plans and zoning” (*Koster v. County of San Joaquin* [1996] 47 Cal.App.4th 29, 36). Before deciding to rely in part on a first-tier EIR in connection with a site-specific project, a lead agency must prepare an “initial study or other analysis” to assist it in determining whether the project may cause any significant impacts that were not “adequately addressed” in a prior EIR (State *CEQA Guidelines* Section 15152[f], PRC Section 21094[c]). Where this analysis finds such significant impacts, an EIR is required for the later project. In contrast, “[a] negative declaration or mitigated negative declaration shall be required” where there is no substantial evidence that the project may have significant impacts not adequately addressed in the prior EIR or where project revisions accepted by the proponent avoid any such new significant impacts or mitigate them “to a point where clearly” they are not significant.

State *CEQA Guidelines* Section 15152 further provides that, where a first-tier EIR has “adequately addressed” the subject of cumulative impacts, such impacts need not be revisited in second- and third-tier documents. Furthermore, second- and third-tier documents may limit the examination of impacts to those that “were not examined as significant effects” in the prior EIR or “[a]re susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means.” In general,

[s]ignificant environmental effects have been “adequately addressed” if the lead agency determines that:

- (A) they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental impact report; or
- (B) they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

Here, as noted above, the City will prepare Initial Studies whenever landowners within the City submit applications for site-specific approvals in order to determine how much new information will be required for the environmental review for such proposals. In preparing these analyses, the City will assess, among other things, whether any of the significant environmental impacts identified in this program/first-tier EIR have been “adequately addressed.” Thus, the new analyses for these site-specific actions will focus on impacts that cannot be “avoided or mitigated” by mitigation measures that either: (1) were adopted in connection with the General Plan or GGRP; or, (2) were formulated based on information in this Draft EIR.

Finally, future environmental review can also be streamlined pursuant to PRC Section 21083.3 and State *CEQA Guidelines* Section 15183. These provisions, which are similar but not identical to the tiering provisions, generally limit the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a General Plan. For such site-specific approvals, CEQA generally applies only to impacts that are “peculiar to the parcel or to the project” and have not been previously disclosed, except where “substantial new information” shows that previously identified impacts would be more significant than previously assumed. Notably, impacts are considered not to be “peculiar to the parcel or to the project” if they can be substantially mitigated pursuant to previously adopted, uniformly applied development policies or standards.

a. Notice of Preparation. The City of Mountain View is the Lead Agency of environmental review of this Draft EIR. A Notice of Preparation (NOP) was submitted to appropriate agencies to identify any issues of concern prior to preparation of this Draft EIR. The NOP was circulated on January 27, 2011, to public agencies and persons considered likely to be interested in the project and its potential impacts. A public notice was also published in a newspaper of general circulation. The NOP is included in Appendix A of this Draft EIR.

b. Review by Other Agencies. The City of Mountain View is also responsible for submitting the Draft EIR to appropriate public agencies and for submitting the document to the State Clearinghouse.

D. RELATIONSHIP TO CALIFORNIA STATE LAW AND REGIONAL AND CITY INITIATIVES

An overview of California law and City and regional initiatives as they pertain to the Mountain View 2030 General Plan update process and the GGRP are provided in this section. While crafting the General Plan goals and objectives, various City, regional and State initiatives and programs were reviewed to ensure that the General Plan moves towards its sustainability goals in order to reduce GHG emissions. These initiatives, which influenced the development of the Draft General Plan and the GGRP, are briefly described below.

1. State Law

a. General Plans in California. California Government Code Section 65300 requires that a General Plan be comprehensive, internally consistent and long-term. The General Plan must provide for the physical development of the City and guide all land use and public improvement decisions. All General Plans must include land use, transportation, housing, open space, conservation, noise, and safety Chapters, and may also include optional Chapters in response to specific community issues, values, needs, or local conditions. Although required to address the issues specified in State law, the General Plan may be organized in a way that best suits the City. Mountain View’s 2030 General Plan has incorporated State required Chapters into the following chapters:

<u>State Required Element</u>	<u>2030 General Plan Chapter</u>
Land Use	Land Use and Design
Housing	Housing (provided as a separate document)
Circulation	Mobility
Open Space	Parks, Open Space, and Community Facilities
Conservation	Infrastructure and Conservation
Safety	Public Safety
Noise	Noise

The Draft General Plan meets State requirements and contains goals, policies and actions aimed at achieving the City’s vision for its long-term physical form and development. The Draft General Plan will serve as a basis for future decision-making by municipal officials, including the Environmental Planning Commission, City Council and City Boards and Commissions. When adopted, the Draft General Plan will supersede the 1992 General Plan. The Draft General Plan contains actions that require the City to update other planning and implementation documents and programs to reflect the future growth and development projections contained in the Draft General Plan.

(1) Comprehensive Planning Area. The State encourages cities to look beyond their borders when undertaking comprehensive planning. The Comprehensive Planning Area for the General Plan includes all areas within the City, as well as unincorporated areas adjacent to City limits where growth might occur and may have some influence on City services or impacts on transportation. While the City does not have any regulatory or land use power over lands outside City limits, by considering and designating land uses on lands in the Comprehensive Planning Area, the City shows that it recognizes that development within this area affects the future of Mountain View. Unincorporated portions of the Comprehensive Planning Area will remain under the jurisdiction of Santa Clara County, unless annexed by the City. The City provides comment on development within the Comprehensive Planning Area that is subject to review by the County.

(2) **Sphere of Influence.** In addition to its City limits and Comprehensive Planning Area, every city in California has a Sphere of Influence (SOI), which is the term used for the area outside the city limits but within which a city would consider a request for annexation in future years. Mountain View's Sphere of Influence has identical boundaries with the Comprehensive Planning Area, and the terms Planning Area and SOI are used interchangeably in this EIR document. Areas outside the City limits include the federal-jurisdiction properties including NASA Ames Research Center, parts of the Moffett Federal Airfield, the Shenandoah Military Housing Complex at Moffett Boulevard and Middlefield Road, and other areas including baylands and open space areas located north of the City. The Mountain View Sphere of Influence is shown in Figure III-1.

b. California Environmental Quality Act (CEQA). As described above, this document is a Program EIR for the Draft General Plan and GGRP. The preparation, content, and processing of this document is primarily covered by *CEQA Guidelines* Section 15168. A Program EIR is one that may be prepared on a series of actions that can be characterized as one large project, and that are related: (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar effects that can be mitigated in similar ways.

The Draft General Plan and GGRP satisfy each of these criteria. They govern land use and development within the entire City of Mountain View. The Draft General Plan includes maps, goals, policies, and actions that are logical parts of a chain of contemplated actions governing future land uses and allowed development, and GHG reduction strategies associated with future development projects. The policies and actions either directly establish, or will govern future plans that will establish, rules, regulations, plans, or other general criteria governing implementation of the Draft General Plan. The Draft General Plan and GGRP will be carried out under the authority and approval of the City of Mountain View. Many of the specific projects and actions carried out pursuant to the Draft General Plan and GGRP would have similar environmental impacts which could be mitigated in similar ways.

c. Bay Area Air Quality Management District (BAAQMD) Guidelines. As the regional air quality management district, the BAAQMD has taken a lead role in adopting a climate protection program by adopting the BAAQMD *CEQA Air Quality Guidelines*⁷ for evaluating and mitigating GHG emissions. The BAAQMD *CEQA Air Quality Guidelines* include thresholds of significance for operational GHG emissions. Please see environmental topic sections IV.D, Air Quality and IV.E, Global Climate Change in this Draft EIR for additional information and analyses regarding BAAQMD guidelines and implementation of the Draft General Plan and GGRP.

The BAAQMD 2010 *CEQA Air Quality Guidelines* encourages local governments to prepare "qualified" GHG Reduction Strategies that are consistent with AB 32. If a future project is consistent with the General Plan and an adopted qualified GHG Reduction Strategy that addresses the project's GHG emissions, BAAQMD and project decision-makers can presume that the project will not have significant GHG emissions under CEQA. Essentially a future project can "tier" off of the qualified GHG reduction plan and its environmental review document under CEQA. The intent of the City of Mountain View is for the GGRP, the 2030 General Plan, and this EIR will comprise a qualified GHG Reduction Strategy. Section IV.E, Global Climate Change, in this EIR and Appendix D of the GGRP

⁷ Bay Area Air Quality Management District, 2010. *CEQA Air Quality Guidelines*. June.

contains additional information as to how the GGRP meets each individual BAAQMD qualification standard.

2. Regional and Local Initiatives

Regional and local initiatives that relate to the Draft General Plan update process and development of the GGRP are described below.

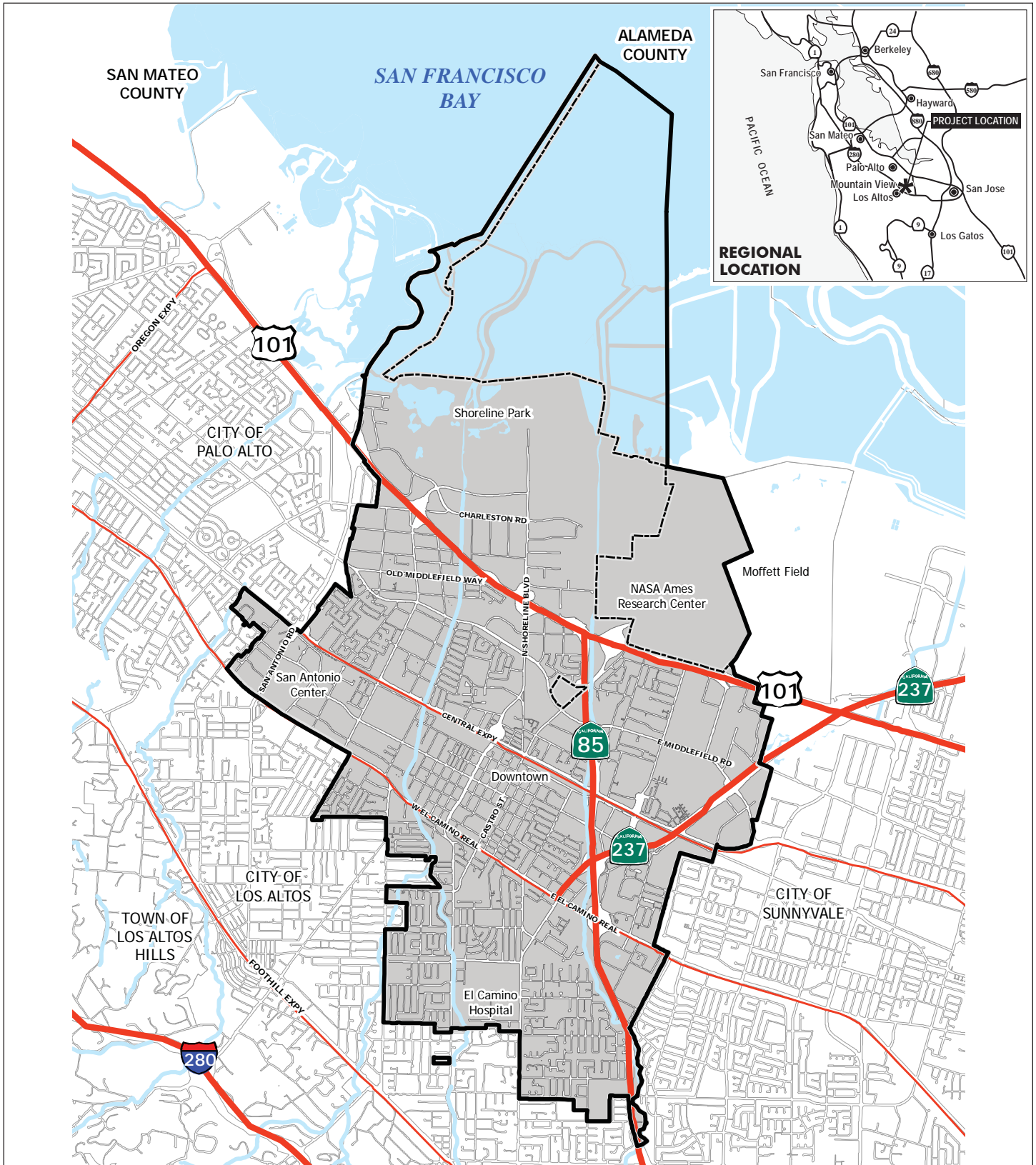
a. Sustainable Communities Strategy (SCS) – SB 375. The Sustainable Communities Strategy (SCS) is the SB 375 directed process managed by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). The City has begun to participate in the SCS process, which will focus on achieving State-mandated GHG reductions as required by AB 32. To help achieve these reductions, many cities are working towards directing future residential growth along transit corridors to support increased public transportation usage and therefore reduced GHG emissions from passenger vehicles.

Mountain View's physical design and infrastructure supports the overall direction the SCS is attempting to achieve. The City includes several major transit corridors, including heavy rail (Caltrain); light rail (operated by VTA); and frequent bus service (El Camino corridor, operated by VTA). Mountain View has grown along these major transit corridors for many years. Additionally, Precise Plans along these corridors have resulted in a number of commercial and residential developments over the past 20 years. The City has also previously adopted a Transit-Oriented Development ordinance that allows increased Floor Area Ratio along the VTA light rail line, and has approved a number of transit-oriented office developments over the years.

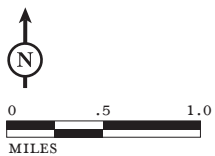
b. Grand Boulevard Initiative (GBI). The Grand Boulevard Initiative (GBI) is a collaboration among 19 cities in Santa Clara and San Mateo Counties and other stakeholders, including business, labor, and environmental organizations. The purpose of GBI is to improve the performance, safety, and aesthetics of the 43 mile stretch of El Camino Real. This is a long-term strategy and process. The City Council endorsed the Guiding Principles in November 2007.

Some of the key guiding principles relevant to land use planning and sustainability include:

- Target housing and job growth in strategic areas along the corridor;
- Encourage compact mixed use development and high quality urban design;
- Create a pedestrian oriented environment and improve streetscapes;
- Develop a balanced multi-modal corridor to maintain and improve mobility of people and vehicles along the corridor; and
- Pursue environmentally sustainable and economically viable development patterns.



LSA



- Sphere of Influence and Planning Area
- Freeways
- City Limits
- Major Roads
- Bodies of Water

FIGURE III-1

SOURCE: CITY OF MOUNTAIN VIEW, 2011.
 I:\CMT0801 Mtn View\figures\EIR\Fig_III.1.ai (11/7/11)

*City of Mountain View
 Draft General Plan and
 Greenhouse Gas Reduction Program EIR
 Sphere of Influence and Planning Area*

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c. Mountain View Environmental Sustainability Task Force (ESTF). The Mountain View Environmental Sustainability Task Force (ESTF) was formed in January 2008, and was comprised of over 65 volunteer residents interested in environmental and sustainability issues. The City Council directed the ESTF to recommend short-term and long-term community-wide actions to reduce GHG emissions, as required by California and AB 32. The ESTF's work resulted in a final report that included 89 recommendations outlining policies, strategies, and actions to conserve resources and reduce the community's carbon footprint. The ESTF's final report was accepted by the City Council in October 2008. Some of the major land use recommendations included:

- Encourage livable, higher density housing;
- Implement a connected System of Healthy Villages;
- Increase healthy affordable housing; and
- Diversify land uses in underutilized areas.

d. Mountain View Environmental Sustainability Action Plan. The City Council established a three-member Council Environmental Sustainability Committee to review the ESTF's final report recommendations and develop an Environmental Sustainability Action Plan (ESAP) for the implementation of the recommendations and other sustainability related initiatives. The ESAP was adopted by the City Council in March 2009 and is intended to be the City's road map for strategic investment in environmental sustainability initiatives. The ESAP will be regularly updated to address new regulatory requirements, sustainability initiatives, and to track the City's progress in both achieving its GHG reduction targets and in making the City more sustainable.

e. Mountain View Community-wide Greenhouse Gas Inventory and Emissions Reduction Targets. In 2007, the City Council endorsed a sustainability goal to meet or exceed California's AB 32 requirements for GHG emissions reductions. The City's community-wide greenhouse gas emissions reduction targets were adopted by the City Council in November 2009. The City's adoption targets use 2005 emissions as a baseline year, whereas AB 32 uses 1990 as a baseline year. However, the California Air Resources Board (CARB) has acknowledged it is not feasible or practical for many cities to accurately use 1990 levels as a baseline. Therefore Mountain View and most Bay Area cities are using 2005 emissions as their baseline level. Although the baseline years are different, the Council approved reduction targets are consistent with AB 32 reduction targets.

f. Mountain View Pedestrian Master Plan (PMP). The PMP is a comprehensive City-wide policy document being developed in conjunction with the General Plan with pedestrian-friendly policies and guidelines to improve access to transit, connect the sidewalk network in employment areas (such as the North Bayshore area), and improve access to neighborhood retail areas. Implementation of the PMP is being coordinated with the pedestrian-related comments and policies received through the City's General Plan 2030 public outreach process. Additionally, the PMP supports broader City sustainability goals of improving non-automotive pedestrian circulation and access throughout the community.

g. Mountain View General Plan Visioning Process. To provide a foundation for the City's General Plan update, in March 2008 the City began a city-wide General Plan visioning process. This process involved over 800 community stakeholders, two City-wide public outreach workshops, and over 30 smaller, neighborhood based meetings.

This report identified nine “focus areas” where future land use changes could be considered during the General Plan update process. The report also included sustainability concepts, which were addressed in the report’s community values, Vision Statement, and planning principles. This report was accepted by the City Council in November, 2008 to help direct General Plan update efforts.

Specific comments supporting sustainable planning included to:

- Focus future development near transit services;
- Promote green building practices and modify policies to encourage sustainable practices and design;
- Protect, expand, and maintain natural resources, open space lands, and park and recreation opportunities.

h. Mountain View General Plan Strategy. In 2009 and 2010, the City began its General Plan 2030 update process. A series of neighborhood and city-wide outreach meetings during this time helped form the General Plan strategy endorsement. It also included study sessions and public hearings with the City Council, Environmental Planning Commission, and General Plan Project Advisory Committee. The purpose of the General Plan strategy endorsement was to direct further refinement of General Plan policies, and to set the land use intensities for development of the General Plan and GGRP EIR. The City Council endorsed the strategy in December 2010.

Sustainability as a broad theme emerged during the overall General Plan update process. Examples of this theme in the General Plan Strategy include:

- Focused, increased intensities along major transportation corridors that supports future sustainable growth and healthier transportation options such as transit, walking, and bicycling;
- Increased commercial intensities (“village centers”) in proximity to residential uses that support new services within walking distance of neighborhoods;
- A mix of uses to create a more flexible future use of land to respond to market opportunities while supporting more non-automotive mobility options.

Another key element of the General Plan strategy includes preserving existing neighborhoods, including their land uses and intensities. Change is therefore focused in several “change areas,” all of which are currently served by public transportation resources, except for the North Bayshore area. However, a number of significant sustainability measures are proposed in the Draft General Plan for the North Bayshore area. These measures include but are not limited to supporting a greater mix of land uses, creating a Transportation Management Association to provide enhanced shuttle service to the area, and improving the existing superblocks to facilitate enhanced biking and pedestrian circulation.

E. PROJECT OBJECTIVES FOR EIR ANALYSIS

The primary purpose of the Mountain View 2030 Draft General Plan is to establish the policy direction for future development and preservation within Mountain View’s Planning Area. The primary purpose of the GGRP is to implement the Draft General Plan and comply with BAAQMD and Statewide guidelines that establish an efficiency standard for GHG emissions. As both of these

documents make up the “proposed project” being evaluated in this EIR, a set of objectives for each project component follows:

The following are the primary objectives of the 2030 Draft General Plan:

- Broadly implement the City’s future vision for change using general principles and strategies identified in the City’s General Plan Visioning Report;
- Support the broad goal of sustainable planning and greenhouse gas emission reduction strategies identified through regional planning initiatives, including the Sustainable Communities Strategy, Grand Boulevard Initiative, Bus Rapid Transit Planning, and climate change adaptation strategies;
- Achieve community-wide sustainability goals through land use and transportation planning and other strategies as identified in the City’s Environmental Sustainability Task Force report, Environmental Sustainability Action Plan, Greenhouse Gas Reduction Program, Community-wide Greenhouse Gas Emission Reduction Targets, and Pedestrian Master Plan;
- Focus future growth in “change areas” along major transportation corridors such as El Camino Real, Caltrain, and VTA Light Rail, as identified in the General Plan Land Use and Transportation Strategy Diagram;
- Support more complete neighborhoods through focused increases in land use intensities and ‘village center’ policies;
- Create new and diverse housing opportunities in “change areas” and sites identified in the Housing Element to meet the City’s Regional Housing Needs Allocation obligations;
- Accommodate Mountain View’s fair share of regional population and employment growth, as identified by the Association of Bay Area Governments (ABAG) and other regional planning organizations;
- Provide an integrated and sustainable land use and transportation policy direction for the North Bayshore area, including more diverse land uses, improved transit connections, creation of a Transportation Management Association, and policy direction for future highly sustainable development;
- Preserve and enhance the character of residential neighborhoods in non-change areas;
- Create and enhance a complete, multi-modal transportation system, with improved transit, bicycle, and pedestrian facilities that encourages people to choose non-automotive means of travel;
- Support economic development strategies that improve the overall financial stability of the City, provide high quality public services, and identify improvements to the City’s infrastructure that support future growth; and
- Support the overall improvement of the community’s health through policy strategies such as encouraging greater physical activity and access to healthy foods

The following are the primary objectives of the GGRP for this evaluation in this EIR, as follows:
Reach

- Create a separate but complementary document to implement the General Plan’s greenhouse gas reduction policies. Future modifications to the GGRP will not require a General Plan Amendment.
- Demonstrate that the GGRP meets the criteria of the BAAQMD’s *CEQA Air Quality Guidelines* for a “qualified plan.” Future development projects meeting the policies and actions identified in the GGRP evaluation can be determined to have a less than significant impact for greenhouse gas emissions.

F. DRAFT 2030 GENERAL PLAN

This section provides a description of the planning process, a summary of the General Plan elements and goals, and the 2030 growth projections analyzed in this Draft EIR. The Draft 2030 General Plan (Draft General Plan) is hereby incorporated by reference into this Project Description, and should be referred to for more detailed description. It can be viewed in an on-line format, and is available through the City’s website (www.mountainview.gov). Note that a compendium of Draft General Plan goals, policies and actions is included in Appendix A2 of this Draft EIR.

1. The Draft General Plan Update Process

The Draft General Plan was prepared by the City and a consultant team under the direction of the City Council and Environmental Planning Commission (EPC). The General Plan update process began with the General Plan visioning process in 2008,⁸ which provided a vision, community values and planning principles to help guide the update process and culminated in the 2008 General Plan Visioning Process Report. The City conducted a Citywide outreach effort, which consisted of workshops and surveys, to actively engage community members and key stakeholders in creating a vision for the City’s future for the next 20 years. The visioning process provided important guidance for future policy decisions related to topics such as: land use; economic development; sustainability; community services; and facilities. The visioning process also identified the initial “focus areas” for future land use change.

In 2009, the City and consultant team prepared the Mountain View General Plan Update Current Conditions Report (Current Conditions Report),⁹ which presents a baseline of existing conditions in the City. The report includes technical analyses on key elements relevant to the preparation of the Draft General Plan and GGRP, and identifies opportunities and constraints to be addressed during the Draft General Plan update process. The Current Conditions Report addressed the following topics: land use; urban design; transportation; demographics and economics; housing; cultural resources; public facilities and services; infrastructure; parks, recreation and open space; health; environmental resources; and sustainability. To prepare this report, the consultant team conducted field observations, interviews, and database and archival research. Planning documents, government laws and regulations, and City codes and ordinances were also reviewed.

⁸ Mountain View, City of, 2008. *City of Mountain View 2008 General Plan Visioning Process*. Website: www.mountainview2030.com. November.

⁹ Mountain View, City of, 2009. *Mountain View General Plan Update Current Conditions Report*. August.

A General Plan Project Advisory Committee (PAC), which included representatives from the City Council and EPC, held a total of six meetings in 2009, and one meeting in July 2010, to review the initial policy framework and community outreach materials, as well as to provide direction on the General Plan Process. The PAC was later replaced with the City Council and EPC providing key direction on the General Plan process and deliverables.

An internal City Technical Advisory Committee (TAC), which included staff representatives from each department, was established to coordinate information between each department, review the policy framework and lend support to the general plan preparation process and deliverables.

A total of 14 Planning Area (Neighborhood) meetings were held in the Spring and Fall of 2009, and two community-wide meetings were held in July 2010, to receive further community input and to present land use and policy directions, respectively. Four joint City Council and EPC study sessions were held during the first half of 2010 to provide direction on the preferred land uses and intensities for each “change” area, and to review the proposed North Bayshore land use and policy changes. Three City Council meetings were held between 2009 and 2010, where the City provided updates on community input and the City Council reviewed the General Plan update process. Eleven City Board, Commission and Committee meetings were held during the Summer and Fall of 2010, and five EPC meetings were held throughout the Fall of 2010, to review Draft General Plan policy materials. On December 7, 2010, the City Council endorsed the General Plan Strategy, which included land use and policy directions, and which provided the basis for the preparation of the Draft General Plan and Draft EIR.

2. Draft General Plan Chapters

The Draft General Plan includes seven separate “elements” or chapters that set goals, policies and actions for a given subject. As described previously, the seven Chapters cover the following topics required by Government Code Section 65302: land use, circulation, housing, open space, conservation, noise, and safety. The additional topics of urban design; economic development and fiscal stability; GHG emissions and air quality; and infrastructure and public services are also included to address local needs and concerns. The issues of environmental sustainability and health are not addressed in stand alone chapters included in the Draft General Plan, but are themes that are woven into policies and actions throughout the Draft General Plan chapters.

Each Draft General Plan Chapter provides goals, policies, and actions to address key city issues. Some of these goals, policies and actions are related to the review of new development; others are directed to the City’s own activities. In the Draft General Plan, a “goal” is a description of the general desired result that the City seeks to create through the implementation of its General Plan. A “policy” is a specific statement that guides decision-making when working toward achieving a goal. Such policies, once adopted, represent statements of City regulation and require no further implementation. An “action” is a program, implementation measure, procedure, or technique intended to help to achieve a specified objective. The goals, policies, and actions in each Chapter are based on background information, key findings, the 1992 General Plan, and input from the public, the City Council, the EPC, City Boards and Commissions, State law, and the technical expertise of City staff and the consultant team.

The Housing Element was adopted in October 2011 and is a stand-alone document that is not included in the Draft General Plan, but is hereby incorporated by reference. It can be viewed in an on-line format, and is available through the City's website (www.mountainview.gov).

A summary of the Draft General Plan chapters are provided below.

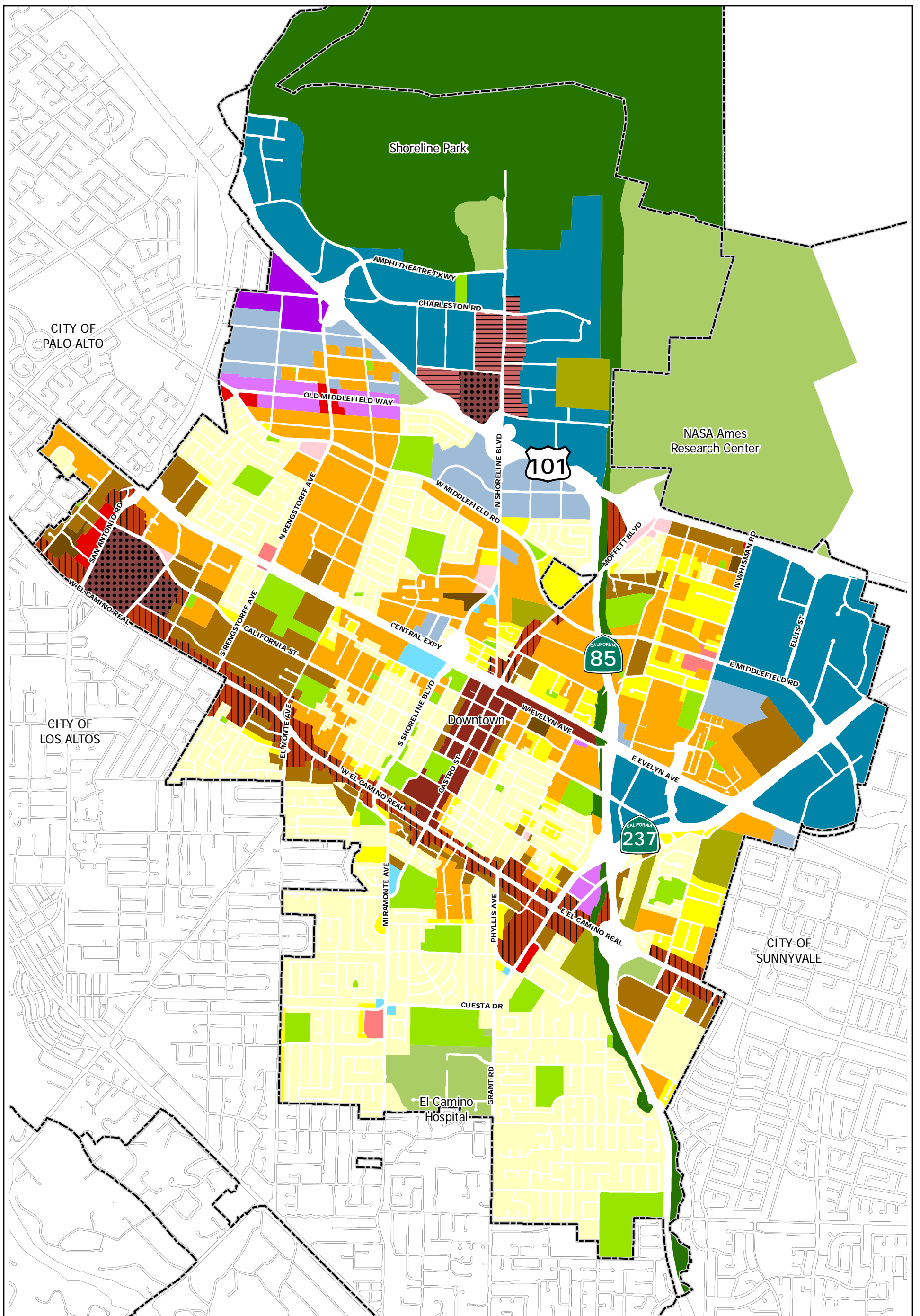
a. Land Use and Design Chapter. The Land Use and Design Chapter designates all lands within the City for a specific use, such as housing, business, industry, open space, recreation, or institutional use. For each land use category, the Land Use and Design Chapter establishes policies and actions for the use, design, development and preservation of land, as well as providing development regulations. As shown in Figure III-2. The Draft General Plan Land Use Map shows the general distribution of planned land uses throughout the City based upon the policies of the Draft General Plan. Development limits and the range of uses established by the Land Use Map may be more specifically described by the Mountain View Zoning Ordinance, which determines specific regulation governing the development of property.

(1) New Land Use Designations and Major Policy Changes. The Land Use and Design Chapter identifies land use designations for the entire City based upon the policies of the Draft General Plan. The land use designations generally relate to the designations shown in the 1992 General Plan; however, in some cases the categories have been refined. Virtually all land in Mountain View has been developed. Future land use change will therefore be focused on redeveloping existing land, and will largely occur within five identified "change areas" where new medium to high intensity development will be focused. Figure III-3 shows the location of the change areas and the associated land uses to be allowed under the Draft General Plan. Additionally, the City has identified and incorporated "village centers" as part of the land use strategy, as shown on Figure III-4, Village Center Strategy Diagram. The village centers are meant to be neighborhood shopping centers where people can conveniently access daily goods and services. General Plan mixed use land use designations identify that a mix of residential and commercial uses would be allowed in each village center.

The land uses and intensities in the Draft General Plan are influenced by several overarching themes: sustainability, diversity, health, and economics. These themes are reflected in the goals and policies and include:

- Increased commercial intensities in proximity to residential uses in order to support new services within walking distance of neighborhoods;
- Locations that provide for a range of higher intensity housing projects which are supported by public transportation options;
- A land use pattern that provides access to healthy foods, services, and community spaces;
- A mix of uses to allow more flexible use of land to respond to market opportunities while supporting non-automotive mobility options; and
- A proposed increase in office intensities to allow greater business expansion and local tax revenue generation.¹⁰

¹⁰ Mountain View, City of, 2010. Public Hearing on the General Plan Strategy Endorsement. Written communication to the Community Development Department. November 16.



LSA

Non-Residential	Mixed-Use	Residential	Public/Quasi-Public
Neighborhood Commercial	Neighborhood Mixed-Use	Low Density Residential	Institutional
General Commercial	General Mixed-Use	Medium Low Density Residential	Neighborhood Parks & City Facilities
Industrial/Regional Commercial	Mixed-Use Corridor	Medium Density Residential	Regional Park
Office	North Bayshore Mixed-Use	Medium High Density Residential	City Limits
High Intensity Office	Mixed-Use Center	High Density Residential	
General Industrial	Downtown Mixed-Use	Mobile Home Park	

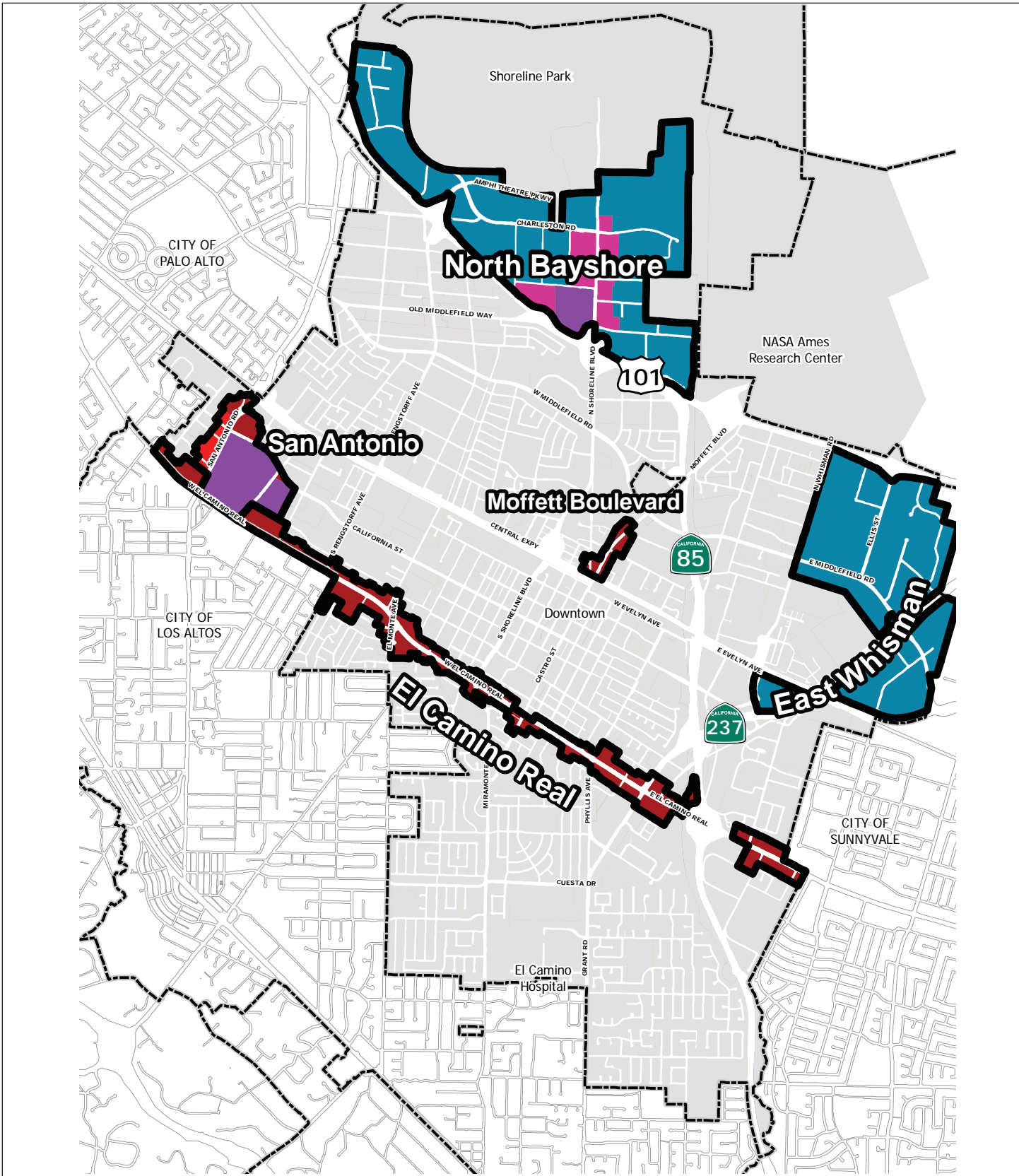
FIGURE III-2

NOT TO SCALE

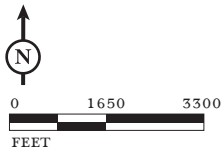
City of Mountain View
Draft General Plan and
Greenhouse Gas Reduction Program EIR
Draft General Plan Land Use Map

SOURCES: CITY OF MOUNTAIN VIEW, 2011.

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LSA

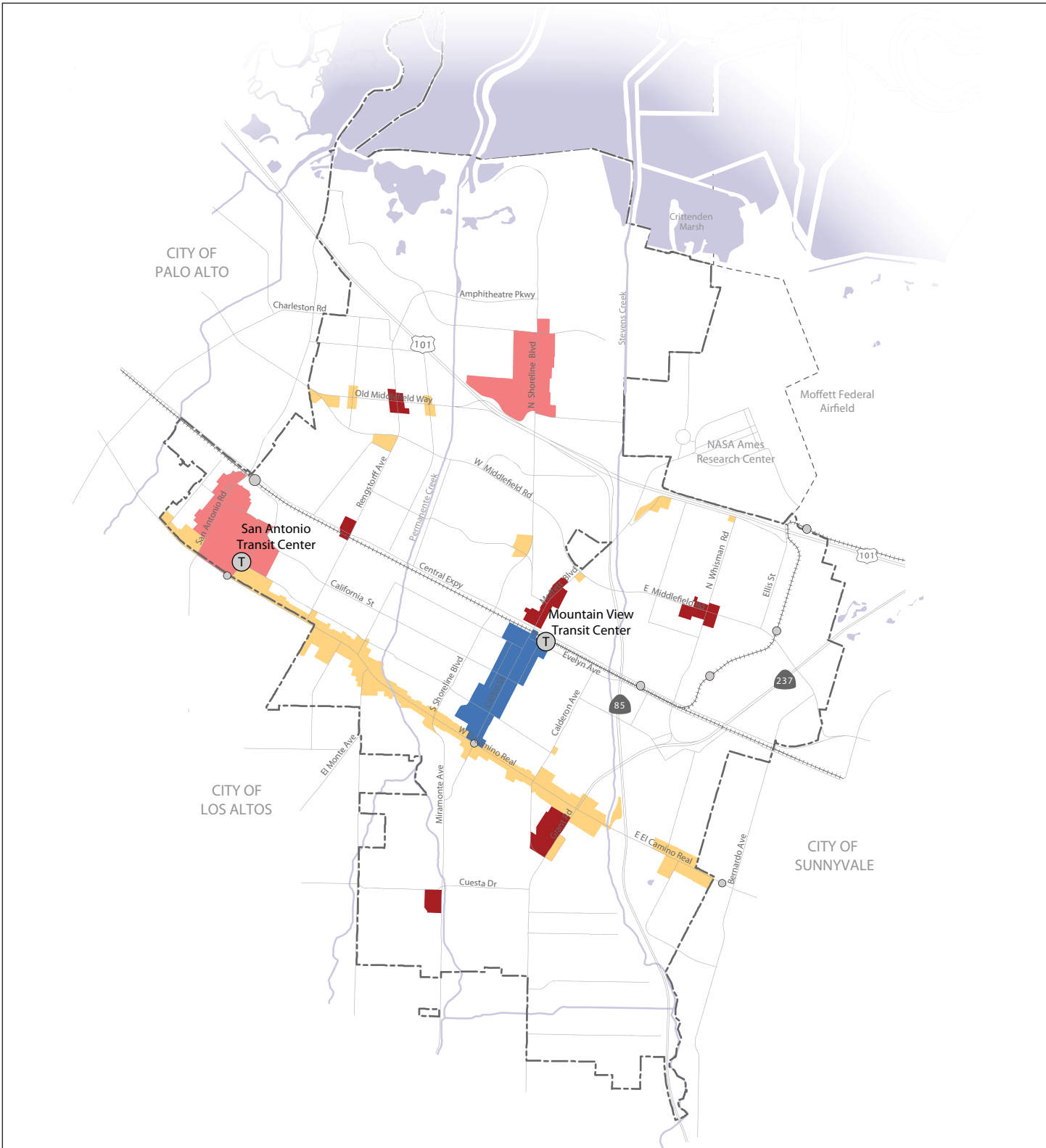


- Areas of Change
- City Limits
- Mixed-Use Center
- Corridor Mixed-Use
- General Mixed-Use
- North Bayshore Mixed Use
- High Intensity Office

FIGURE III-3

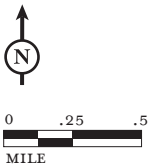
*City of Mountain View
Draft General Plan and
Greenhouse Gas Reduction Program EIR
Change Areas Land Use Plan*

SOURCE: CITY OF MOUNTAIN VIEW, 2011.
I:\CMT0801 Mtn View\figures\EIR\Fig_III3.ai (10/24/11)



LSA

FIGURE III-4



- Mixed-Use Village Centers
- Large Mixed-Use Areas
- Other Neighborhood Goods and Services
- Downtown
- Mountain View City Limits
- S.O.I. / Planning Area
- Stations and Transit Centers
- Railroad / Light Rail

*City of Mountain View
 Draft General Plan and
 Greenhouse Gas Reduction Program EIR
 Village Center Strategy Diagram*

SOURCE: CITY OF MOUNTAIN VIEW; COUNTY OF SANTA CLARA, 2011.
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As shown in Figure III-3, the five major change areas are described below:

North Bayshore. North Bayshore will continue its role as a major high-tech employment center while being transformed into a leading example of innovative and sustainable development. The area includes a more intensive mix of commercial, R&D, and residential land uses to promote sustainable growth and more diverse and accessible services for surrounding residents and workers. The area's pattern of large blocks also includes new pedestrian and bike connections to improve overall mobility in an active "campus" environment. Improved transportation services and programs provides more efficient and sustainable mobility options for area employees. These services connect to the Downtown transit center and to other key areas of the City. New development incorporates highly sustainable design features and materials. Shoreline Boulevard forms the core of the area, with a mix of commercial and residential uses, ground floor pedestrian activity, and surrounding office uses. The North Shoreline Boulevard and Highway 101 area is revitalized as a gateway destination allowing a mix of commercial, residential, entertainment, and hotel uses.

The area's unique open space character, including wildlife habitat and recreation opportunities, is enhanced with a network of well-distributed plazas, greens, and public spaces. The area also includes sea level rise adaptation strategies as it develops into the future.

East Whisman. East Whisman would continue its growth as a sustainable, transit-oriented employment center with an increased diversity of land uses. The East Whisman area is envisioned as an area of transit-oriented office development with increased land use intensities along the light rail transit corridor. The area is anchored by light rail stations shaped by transit-oriented commercial developments. New commercial development incorporates highly sustainable design features and materials and provides design transitions to surrounding residential neighborhoods. The area transforms into a more complete neighborhood with "village centers" and active pedestrian and retail nodes serving surrounding neighborhoods and area workers. Its large block pattern includes pedestrian and bicycle connections and streetscape enhancements to improve accessibility to transit stations. Paths and trails provide greater connectivity throughout the area and to key destinations. A safer, more accessible connection to the NASA-Ames area is a key area improvement. Pedestrian accessible plazas and open areas are distributed throughout the area. Plazas are located near village centers and transit stations and are shaped by higher intensity buildings and uses.

El Camino Real. The El Camino Real change area would continue the current 1992 General Plan mixed-use strategy and become a revitalized grand boulevard with a diverse mix of commercial and residential uses and public improvements. The El Camino Real continues as a major thoroughfare and transit corridor anchored by regional and local commercial uses. Compact residential and mixed use development provides jobs and a range of housing options strategically located along the corridor and accessible to services and transit stations. New development engages the street and supports increased pedestrian activity while providing appropriate design transitions to surrounding residential neighborhoods. Public improvements implement "complete street" concepts, and are designed to improve the accessibility and safety of all modes of transportation, including pedestrian, bicyclists, and public transit. Existing buses and a planned new Bus Rapid Transit (BRT) service provides more efficient transit options for residents and workers in the area. The current pattern of walkable blocks will be enhanced to provide new connections to neighborhoods, punctuated by plazas and landscaping shaped by a variety of mixed use and residential buildings.

San Antonio Center. The San Antonio Center area would continue the current 1992 General Plan strategy of allowing a mix of uses including a long-range plan for the San Antonio Shopping Center. San Antonio is a diverse regional and community-serving destination shaped by a variety of land uses and mobility improvements. The area includes a flexible mix of commercial and residential land uses. These land uses provide diverse housing options and accessible services for area residents. Improved bicycle and pedestrian circulation connects to surrounding neighborhoods and Caltrain and VTA transit stations. The San Antonio Center is revitalized as a placemaking destination at the core of the area, with new commercial and residential uses. The Center includes larger regional commercial uses that attract visitors while also serving surrounding neighborhoods. It includes a finer pattern of walkable blocks and pedestrian-oriented streets punctuated by plazas and the transformed Hetch Hetchy right-of-way.

Moffett Boulevard. Moffett Boulevard would be improved and serve as a gateway into Downtown and connection to NASA-Ames. Moffett Boulevard would transform into a revitalized corridor supporting a flexible mix of land uses. The vision for the corridor is an attractive gateway to Downtown, with improved access across Central Expressway, and a strong connection to the NASA-Ames area. Commercial, mixed-use, and residential buildings engage the street to support greater pedestrian activity. New development respects the scale and character of surrounding neighborhoods. New streetscape improvements such as landscaping, lighting, and other amenities enhance the street and support pedestrian safety and comfort. New plazas and improved connections to surrounding areas support pedestrian activity and social opportunities.

(2) Land Use and Design Chapter Goals. The goals of the Land Use and Design Chapter are identified below.

- GOAL LUD 1: Open and inclusive planning processes.
- GOAL LUD-2: Effective coordination with regional agencies and other local governments on planning issues.
- GOAL LUD-3: A diverse, balanced, and flexible mix of land uses that supports a strong economy, complete neighborhoods, transit use and community health.
- GOAL LUD-4: Local retail and services within comfortable walking and biking distance of all residents and employees.
- GOAL LUD-5: Pedestrian-accessible village centers that serve surrounding neighborhoods.
- GOAL LUD-6: Distinctive neighborhoods that preserve and enhance the quality of life for residents.
- GOAL LUD-7: A vibrant downtown that serves as the center for Mountain View social and civic life.
- GOAL LUD-8: A network of pedestrian-oriented and sustainable streets and public spaces.
- GOAL LUD-9: Buildings that enhance the public realm and integrate with the surrounding neighborhood.
- GOAL LUD-10: High quality, sustainable, and healthy building design and development.
- GOAL LUD-11: Preservation and protection of important historic and cultural resources.
- GOAL LUD-12: A fiscally sustainable City government that preserves and enhances quality of life.
- GOAL LUD-13: A strong local economy that retains and attracts a variety of new and existing businesses.
- GOAL LUD-14: A city that is a center for innovative technologies, jobs, and businesses.

North Bayshore

- GOAL LUD-15: An area that is a model of highly sustainable and innovative development.
- GOAL LUD-16: A diverse area of complementary land uses and open space resources.
- GOAL LUD-17: A sustainable and efficient, multi-modal transportation system.
- GOAL LUD-18: A comprehensive strategy for mitigating impacts from future sea-level rise.

East Whisman

- GOAL LUD-19: An area with innovative transit-oriented developments, services for area residents and workers, and strong connections to the rest of the City.

Moffett Boulevard

- GOAL LUD-20: A revitalized gateway into Downtown.

El Camino Real

- GOAL LUD-21: A vibrant, transit- and pedestrian-oriented corridor with a mix of land uses.

San Antonio

- GOAL LUD-22: A gateway neighborhood with diverse land uses, public amenities, and strong connections to surrounding areas.
- GOAL LUD-23: A revitalized San Antonio Center with a diverse mix of uses and connections to adjacent neighborhoods.

b. Housing Element. The City's Housing Element was adopted in October 2011, and is not included in the Draft General Plan document. The City's Housing Element will be a stand-alone document but its goals and policies have been developed to be consistent with the Draft 2030 General Plan. Government Code Section 65588 requires Housing Elements to be updated every five years and to include specific components such as analysis of the existing housing stock, existing and projected housing needs, and quantification of the number of housing units that will be developed, preserved, and improved through the policies and actions. As noted previously, a separate CEQA review for the Housing Element was completed in March 2010.

c. Mobility Chapter. The Mobility Chapter specifies the general location and extent of existing and proposed major streets and other transportation facilities for the movement of people, goods, and vehicles through the City. As required by law, all facilities in the Mobility Chapter are to be correlated with the land uses identified in the Land Use and Design Chapter. The Draft General Plan makes this correlation through land use and circulation policies that: 1) concentrate new development in areas of the City that are already well-served by existing transportation facilities; 2) emphasize transit-oriented and neighborhood-serving development and design; and 3) support a sustainable and efficient multi-modal transportation system that includes public transit, bicycle, and pedestrian options. The Mobility Chapter policies are supported by Figure III-5, the Land Use and Transportation Strategy Diagram, which shows half mile walking distances from regional transit stations and a future transit area in North Bayshore. These distances closely align to areas of high intensity land use designations, as well as change areas, with their special policies and form and character guidance. The Strategy Diagram supports the Draft General Plan policies that allow for targeted growth in areas with strong transit connectivity.

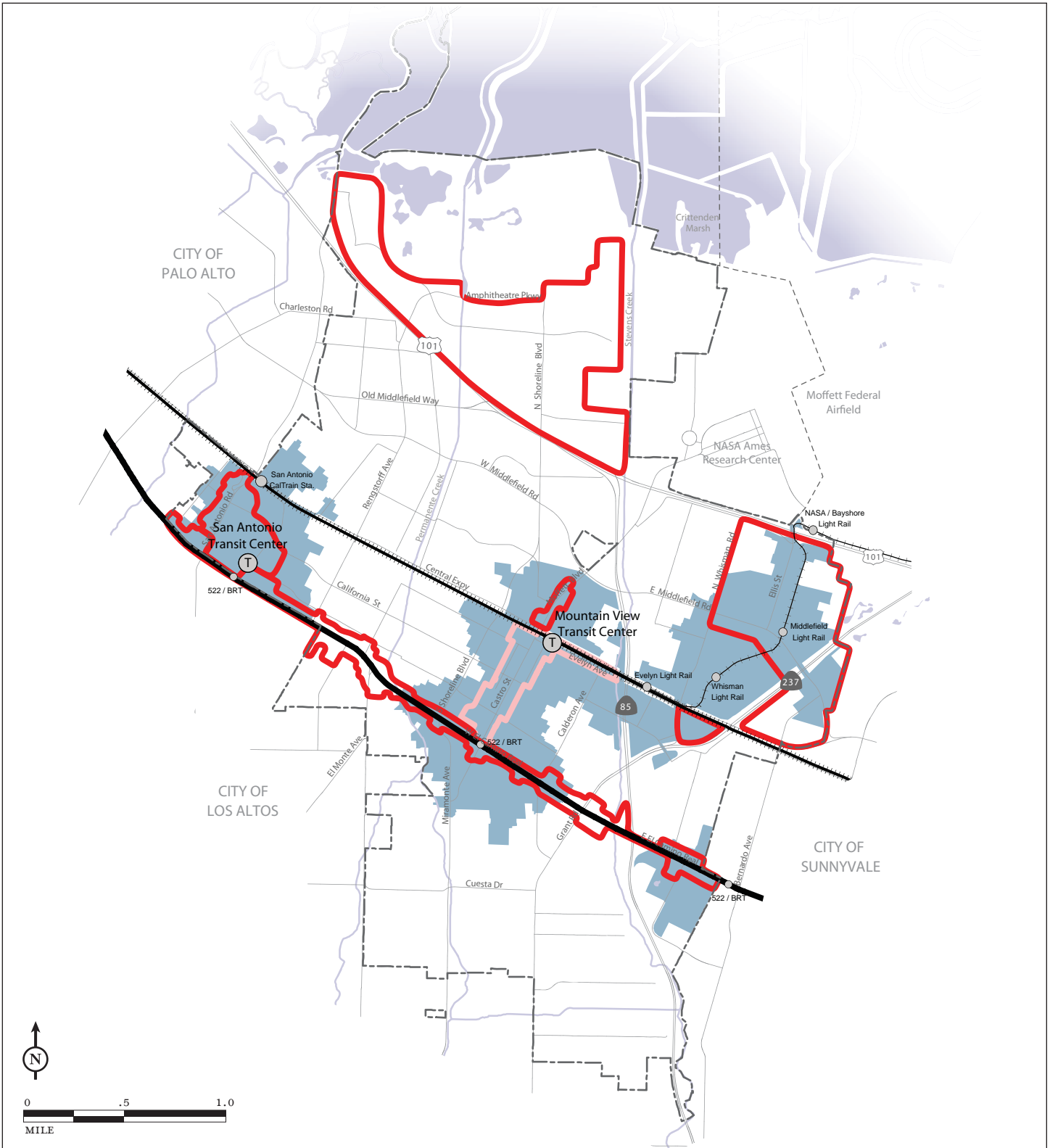
The goals of the Mobility Chapter are identified below.

- GOAL MOB-1: Streets that safely accommodate all transportation modes and persons of all abilities.
- GOAL MOB-2: Transportation networks, facilities and services accessible to all people.
- GOAL MOB-3: A safe and comfortable pedestrian network for people of all ages and abilities at all times.
- GOAL MOB-4: A comprehensive and well-utilized bicycle network that comfortably accommodates cyclists of all ages and skill levels.
- GOAL MOB-5: Local and regional transit that is efficient, frequent, convenient, and safe.
- GOAL MOB-6: Safe and convenient pedestrian and bicycling access to schools for all children.
- GOAL MOB-7: Innovative strategies to provide efficient and adequate vehicle parking.
- GOAL MOB-8: Transportation performance measures that help implement larger City goals.
- GOAL MOB-9: Achievement of state and regional air quality and greenhouse gas emission reduction targets.
- GOAL MOB-10: The most effective utilization of the City's transportation networks and services.
- GOAL MOB-11: Well-maintained transportation infrastructure.

d. Infrastructure and Conservation Chapter. The Infrastructure and Conservation Chapter covers existing conditions, issues, goals, objectives, policies and actions related to infrastructure systems such as water facilities and service, wastewater collection and treatment, and water reclamation and stormwater collection facilities. It also includes the State-mandated issues in this conservation chapter. The conservation goals and policies address conservation, development, and use of natural resources. Since air is a natural resource, issues related to air quality are also addressed in this Chapter. While State law requires some discussion of public facilities and utilities in other chapters of a General Plan, it does not mandate preparation of an infrastructure chapter.

The goals of the Infrastructure and Conservation Chapter are identified below.

- GOAL INC-1: Citywide infrastructure to support existing development and future growth.
- GOAL INC-2: Infrastructure systems planned and designed to function during interruptions, emergencies or disasters.
- GOAL INC-3: Functional, safe and well-maintained public rights-of-way that promote environmental sustainability.
- GOAL INC-4: A sustainable water supply, with sufficient supply and appropriate demand management.
- GOAL INC-5: Effective and comprehensive programs utilizing water use efficiency, water conservation, and alternative water supplies to reduce per capita potable water use.
- GOAL INC-6: A coordinated wastewater collection system that protects the community's health and safety.
- GOAL INC-7: A reliable, safe and extensive recycled water infrastructure system.
- GOAL INC-8: An effective and innovative storm water drainage system that protects properties from flooding and minimizes adverse environmental impacts from storm water runoff.
- GOAL INC-9: A comprehensive network of telecommunication services that meets community needs.



LSA

- Existing Downtown Core Area
- Change Areas
- Half Mile Walk from Major Transit Stations
- BRT/Light Rail/CalTrain Stations and Transit Centers
- Light Rail
- CalTrain
- El Camino Real Transit Corridor
- Mountain View City Limits
- S.O.I. / Planning Area

FIGURE III-5

*City of Mountain View
Draft General Plan and
Greenhouse Gas Reduction Program EIR*

Land Use and Transportation Strategy Diagram

SOURCE: CITY OF MOUNTAIN VIEW, COUNTY OF SANTA CLARA, 2011.
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- GOAL INC-10: Reduced waste through supply-chain management, advocacy, and outreach to reduce waste.
- GOAL INC-11: Services and programs that continue to reduce waste and promote environmental responsibility.
- GOAL INC-12: Environmental stewardship that recognizes the importance of addressing climate change and community commitment to sustainability.
- GOAL INC-13: Increased energy efficiency and conservation throughout the City.
- GOAL INC-14: Strategies that support renewable sources of energy to meet current and future demand.
- GOAL INC-15: A built environment that supports ecological and human health.
- GOAL INC-16: Rich and biologically diverse ecological resources which are protected and enhanced.
- GOAL INC-17: A healthy and well-managed watershed that contributes to improved water quality and natural resource protection.
- GOAL INC-18: Prevention and remediation of contamination in groundwater, surface water, soil, and from soil vapor and vapor intrusion.
- GOAL INC-19: Effective and ecologically sensitive programs to control invasive species and plants.
- GOAL INC-20: Clean, breathable air and strongly controlled City sources of air pollution.

e. Parks, Open Space and Community Facilities Chapter. The Parks, Open Space and Community Facilities Chapter addresses open space and public service issues related to parks and community facilities. While State law requires some discussion of public facilities in other chapters of a General Plan, it does not mandate preparation of a Public Services chapter.

The goals of the Parks, Open Space and Community Facilities Chapter are identified below.

- GOAL POS-1: An expanded and enhanced park and open space system.
- GOAL POS-2: Parks and public facilities equitably distributed throughout the community and accessible to residents and employees.
- GOAL POS-3: Open space areas with natural characteristics that are protected and sustained.
- GOAL POS-4: Parks and public facilities that are well designed and integrated with the surrounding neighborhood.
- GOAL POS-5: Cooperation between the City and local school districts to meet shared open space, recreation and educational needs.
- GOAL POS-6: An integrated system of multi-use trails connecting to key local and regional destinations and amenities.
- GOAL POS-7: A broad range of recreational and cultural programs and services that meet diverse community needs.
- GOAL POS-8: Safe, high-quality and affordable child care services and facilities for residents and workers.
- GOAL POS-9: High-quality, accessible, flexible, well-maintained and environmentally sustainable public facilities.
- GOAL POS-10: A thriving performing arts community through programming, services, and facilities.
- GOAL POS-11: A commitment to the visual arts that contributes to a lasting cultural legacy for the community.

- GOAL POS-12: A healthy urban forest and sustainable landscaping throughout the city.
- GOAL POS-13: Edible landscaping that provides food for people, foraging opportunities for wildlife, and community gardens for the health and enjoyment of the community.

f. Public Safety Chapter. The Public Safety Chapter is intended to protect the community from risks associated with the effects of seismic hazards, geologic hazards, flooding, and wildland fires. This Chapter also contains information and policies pertaining to police and fire services, hazardous materials, and emergency preparedness. Although hazards are an unavoidable aspect of life, the Public Safety Chapter contains policies designed to reduce the potential risk of death, injuries, property damage, and dislocation resulting from hazards.

The goals of the Public Safety Chapter are identified below.

- GOAL PSA-1: A high level of community safety with police, fire and emergency response services that meet or exceed industry accepted service standards.
- GOAL PSA-2: A total commitment to reducing criminal activity and instilling a feeling of safety and security in the community.
- GOAL PSA-3: A community protected from fire, hazardous materials and environmental contamination.
- GOAL PSA-4: A well-prepared community that has developed plans to minimize risks from environmental and human-induced disasters.
- GOAL PSA-5: The protection of life and property from seismic hazards.

g. Noise Chapter. State law requires a General Plan include a Noise Chapter that addresses, analyzes, and quantifies current and projected noise levels from a variety of sources. The Noise Chapter includes goals, policies, and actions to address current and foreseeable noise problems.

The goal of the Noise Chapter is identified below.

- GOAL N-1 Noise levels that support a high quality of life in Mountain View.

3. Housing, Employment and Population Projections

For the purposes of evaluating in this Draft EIR the potential effects of the proposed Draft General Plan land use designations, goals, policies, and actions, the City has prepared estimated 2030 growth projections for new housing units, jobs, and population per implementation and likely levels of development of the proposed Draft General Plan. These future projections were identified by the City based on the highest likely growth of residential and commercial development between 2009 and 2030 based on past trends.¹¹

The following describes the process and assumptions concerning Citywide growth that are included in Table III-I. The process of preparing the year 2030 projections included an understanding and accounting of existing development and traffic conditions. Data was obtained from the City's existing traffic database, assessor's data from the County, business licenses, and building footprints.¹²

¹¹ Anderson, Eric. 2011. City of Mountain View, Planning Division. Unpublished GIS database and tables.

¹² Anderson, Eric, 2011, op. cit.

Additionally, it included identification by the City of vacant and underutilized parcels, the areas where these parcels were concentrated, where changes in land use would occur to determine future development capacity, and employees per square foot ratios. The following sections address Citywide projected development. Note that totals generally do not include Moffett Field or NASA Ames Research Center, except for a very small portion of the NASA Ames Research Center which is included in the City’s SOI and was included in the growth totals, see *NASA Ames Development Plan: Final Programmatic Environmental Impact Statement (EIS)*, July 2002, for analysis of development proposals at NASA Ames.

The Citywide projections are the basis for measuring the environmental effects of the Draft General Plan and GGRP, and may also be used in future years by the City to measure progress in implementation of the General Plan and GGRP. As shown in Table III-1, the City has determined that proposed land use designations in the Draft General Plan would theoretically allow for the development of 21,760 new jobs and 8,970 new housing units, for a total of 82,230 jobs and 42,240 housing units in the City by 2030. Table III-2 shows the summary of population, housing and jobs by change area. These housing projections include Mountain View’s Regional Housing Needs Allocation prepared by the Association of Bay Area Governments (ABAG) of 2,599 units for the City’s current Housing Element planning cycle of 2007-2014.¹³

Table III-1: Population, Housing and Jobs Baseline (2009) and 2030 Draft General Plan (2030) Summary

Unit	2009 (Baseline) ^a	2030 Draft General Plan	Net Difference
Population	73,860	88,570 ^b	14,710
Housing	33,270	42,240 ^c	8,970
Jobs	60,460	82,230	21,760

^a The Notice of Preparation for the proposed project evaluated in this EIR was published January 25, 2011. However, for reasons that are stated in the individual environmental topic setting sections, the base year for establishing baseline conditions (and No Project No Build conditions) may not be 2011, as different years may be more appropriate or the City may have to use the only available information from an earlier year for an understanding of the environmental setting for a particular topic. Because the 2030 quantitative analysis is based on the traffic modeling undertaken in 2009 to evaluate the Draft General Plan, the “Baseline” for establishing population employment and housing numbers is 2009. See also a discussion in Chapter IV of this Draft EIR.

^b Draft General Plan population is the sum of occupied single-family and multi-family units, multiplied by their respective population generation rate (2.4 for single-family and 2.1 for multi-family).

^c Includes all new and remaining single-family and multi-family homes.

Source: City of Mountain View, 2011, LSA Associates, Inc., 2011.

¹³ Bay Area Economics, 2011. *City of Mountain View Housing Element 2007-2014*, p.66. October. 2030 housing projections include Mountain View’s Regional Housing Needs Allocation prepared by the Association of Bay Area Governments (ABAG) of 2,599 units for the City’s current Housing Element planning cycle of 2007-2014.

Table III-2: Change Area Projections

	<u>Existing Units</u>	<u>2030 Units</u>	<u>Existing Population</u>	<u>2030 Population</u>	<u>Existing Jobs</u>	<u>2030 Jobs</u>
<u>Outside Change Areas</u>	<u>32,345</u>	<u>36,773</u>	<u>71,896</u>	<u>77,527</u>	<u>24,440</u>	<u>26,789</u>
<u>East Whisman</u>	<u>0</u>	<u>110</u>	<u>0</u>	<u>222</u>	<u>11,187</u>	<u>16,514</u>
<u>El Camino Real</u>	<u>802</u>	<u>2,150</u>	<u>1,698</u>	<u>4,356</u>	<u>4,727</u>	<u>5,569</u>
<u>Moffett Boulevard</u>	<u>2</u>	<u>102</u>	<u>4</u>	<u>206</u>	<u>470</u>	<u>495</u>
<u>North Bayshore</u>	<u>3</u>	<u>1,112</u>	<u>8</u>	<u>2,243</u>	<u>17,113</u>	<u>29,017</u>
<u>San Antonio</u>	<u>121</u>	<u>1,993</u>	<u>252</u>	<u>4,018</u>	<u>2,527</u>	<u>3,842</u>
<u>Total</u>	<u>33,273</u>	<u>42,241</u>	<u>73,858</u>	<u>88,572</u>	<u>60,464</u>	<u>82,227</u>

Note: This data does not include Moffett Field or NASA Ames, which are in the City's Sphere of Influence, but are federally owned and have their own projections in an EIS from 2002.

Source: City of Mountain View, 2012

The majority of additional housing units and new employment centers are projected to be built in the North Bayshore, East Whisman, El Camino Real and San Antonio Center areas. Areas that were projected to add the most jobs are in the North Bayshore and East Whisman change areas.

G. GREENHOUSE GAS REDUCTION PROGRAM (GGRP)

This section provides a summary of the GGRP planning process and a project description. It also describes the regulatory context of greenhouse gas emissions as an environmental impact. Note that the GGRP in its entirety is included in Appendix A3 of this Draft EIR.

1. Planning Process and Project Description

In December 2007, the BAAQMD's Climate Protection Grant Program awarded \$3 million to Bay Area cities and nonprofits for innovative GHG reduction policies and implementation measures. Mountain View was one of only two Santa Clara County cities to be awarded a grant for climate protection planning from the BAAQMD, and was awarded \$45,130 to include GHG reduction policies in its General Plan update. The planning process was initiated to ensure greenhouse gas emission reductions are incorporated into the General Plan Update and in a separate but complementary Greenhouse Gas Reduction Program.

The City's GGRP was prepared concurrently with the General Plan Update process. The primary GGRP goal was to create a document that achieves State and BAAQMD GHG emission reduction goals while streamlining the development process. The secondary goal was for the GGRP to be easy-to-use and update, ensuring that new technologies, development practices, State and federal regulations, and emission reporting protocols can be incorporated into future GGRP updates without always requiring a General Plan Amendment.

The GGRP is an implementation tool of the Draft General Plan that will carry out the Draft General Plan's greenhouse gas emission reduction policy direction and mitigate the estimated greenhouse gas emissions that would have resulted if the Greenhouse Gas Reduction Program were not adopted. When preparing the GGRP, a baseline emissions inventory and targets to reduce emissions were set, and it was designed to mitigate to a less-than-significant level the projected GHG emissions resulting from projected growth under the Draft General Plan. The GGRP identifies a number of measures and

actions over a broad range of categories (transportation, energy, water, etc.) aimed at reducing the City's GHG emissions from new, existing, private and municipal development and operations. These measures are intended to mitigate the GHGs impact of the Draft General Plan to a less-than-significant level.

The GGRP also includes a monitoring program that serves as an "accounting tool" to allow the City to track its progress toward reducing GHG emissions and meeting its goals at a project-by-project and a community-wide level. Many of the GGRP measures will be implemented at a project-by-project level. Sometimes the location of development influences how specific GGRP measures will be applied. For example, developments near public transit stations may include measures that support and take advantage of their proximity to public transit. Therefore, an essential component of the GGRP is the continual evaluation and refinement of the document to ensure that it remains effective.

The GGRP is structured to demonstrate that it meets the standards for qualified plans set forth by the BAAQMD. As such, the GGRP includes and fulfills the qualified plan key requirements identified below.

2. GGRP Relationship to State Law and Draft General Plan

This section provides a description of how the GGRP pertains to existing California law, as well as a summary of the relationship between the Draft General Plan and the GGRP, and the key requirements for a greenhouse gas reduction strategy plan to be a "qualified plan".

a. California Law. The GGRP is a long-range plan that includes goals, policies, performance standards, and implementation measures for achieving GHG emission reductions to contribute to meeting the statewide GHG reduction goal of the California Global Warming Solutions Act, Assembly Bill (AB) 32. AB 32 is California's major initiative for reducing GHG emissions and aims at reducing GHG emissions to 1990 levels by 2020. The BAAQMD's *CEQA Air Quality Guidelines*, adopted in June 2010, includes air quality significance thresholds for operational GHG emissions. BAAQMD has direct and indirect regulatory authority over sources of air pollution in the San Francisco Bay Area Air Basin, of which the City of Mountain View is a part. The *CEQA Air Quality Guidelines* sets thresholds and significance criteria that ensure future development implements appropriate and feasible emission reduction measures to mitigate significant air quality and global climate change impacts.

In order to be a qualified plan, the following key requirements must be fulfilled:

- Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
- Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;
- Identify and analyze the GHG emission resulting from specific actions, or categories of actions, anticipated within the geographic area;
- Specify a measure or a group of measures, including performance standards that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;

- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving a specific level; and
- Be adopted in a public process following environmental review.

It is the City of Mountain View's intent that the GGRP meets the standards for a qualified plan as set forth by BAAQMD, see Section IV.E, Global Climate Change in this Draft EIR for a discussion of how the GGRP meets these requirements.

b. Relationship of the GGRP to the Draft General Plan. The GGRP meets the mandates as outlined in Section 4.3 of the BAAQMD *CEQA Air Quality Guidelines* and the recent standards for GHG reduction plans (qualified plans) and would be consistent with the BAAQMD GHG Plan Level Qualification Guidance to ensure that both the GGRP and the Draft General Plan are qualified plans that can be used for future tiering purposes and streamlining benefits. Primarily that future development consistent with the GGRP and Draft General Plan as evaluated in this Draft EIR could be relieved of performing GHG analysis as part of their CEQA compliance. This approach is consistent with the *CEQA Guidelines*, Section 15183.5. The GGRP includes implementation measures and a monitoring program related to the policies of the Draft General Plan.

c. GGRP Description. The GGRP includes the following components:

- **Chapter 1. Introduction** that describes the scope and content of the GGRP.
- **Chapter 2. Relationship to the General Plan and CEQA** that establishes the relationship of the GGRP to the Draft General Plan, as described above.
- **Chapter 3. Emissions Inventory, Projections + Goals** that provides existing and projected GHG emissions and presents the GHG emission inventories for 2005, and projections for 2020 and 2030. this chapter also provides GHG reduction targets, which describe the near-term 2020 and long-term 2030 communitywide GHG emissions reduction target;
- **Chapter 4. Reduction Strategies + Measures** that describes GHG reductions from Statewide and federal policies; the estimated level of GHG reductions that relevant State and federal policies and actions will create in the jurisdiction. This chapter also identifies GHG reduction measures and describes mandatory and enforceable GHG reduction measures that affect new development projects. This chapter also presents measures that will be used to reduce GHG emissions in the existing community. Measures apply to the energy, water, solid waste, wastewater, transportation, and off-road equipment emissions sectors; and
- **Chapter 5. Implementation + Monitoring** that includes a GGRP monitoring and implementation program, and describes the process that the City will use to monitor and ensure progress toward achievement of the established GHG reduction targets. This component also describes the process for evaluating project consistency with the GGRP.
- **Appendices.** The GGRP also includes the following appendices, Appendix A: Emissions Inventory and Projections Methodology; Appendix B: Greenhouse Gas Reductions; Appendix C: Bay Area Air Quality Management District Qualification Standards; Appendix D, Transportation Performance Indicators.

As noted above, the GGRP includes a 2005 community-wide GHG emissions inventory to serve as the baseline against which to measure emission reduction progress in the future, which is consistent

with the BAAQMD Air Quality Guidelines.¹⁴ The communitywide inventory describes emissions resulting from activities occurring within the City's jurisdiction and categorizes emissions into nine sectors: energy (electricity and natural gas consumption) from residential, commercial, industrial, and direct access uses; transportation; solid waste; waste water; water; and off-road equipment. The government operations inventory is a subset of the total communitywide inventory. Slight modifications to the inventory were necessary to comply with protocols established by the BAAQMD.

H. ANTICIPATED ADOPTION AND IMPLEMENTATION

The Mountain View EPC and City Council will review this Draft EIR along with the accompanying draft versions of both the General Plan and GGRP. The EPC will first review the Final EIR and consider whether to recommend certification to the City Council. The EPC will then provide a recommendation on the Final EIR, the Draft General Plan, and the GGRP to the City Council, who will consider certification of the Final EIR and adoption of the Draft General Plan and GGRP. The City will be responsible for implementing the General Plan and GGRP through the development review process and the monitoring and issuance of permits.

¹⁴ Paukovits, Jason. AECOM. 2011. Unpublished Memorandum to BAAQMD, City of Mountain View GHG Inventory Methods, January 20.

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IV. SETTING, IMPACTS AND MITIGATION MEASURES

The chapter contains an analysis of each topic that has been identified as posing potentially significant impacts and, as such, constitutes the major portion of this Draft EIR. Sections A through N of this chapter describe the environmental setting of the City of Mountain View as it relates to each specific environmental topic. The impacts resulting from implementation of the Draft General Plan and GGRP, and mitigation measures that would reduce impacts of the project, if necessary, are also presented in each section.

DETERMINATION OF SIGNIFICANCE

Under CEQA, a significant effect is defined as a substantial, or potentially substantial, adverse change in the environment.¹ The *CEQA Guidelines* direct that this determination be based on scientific and factual data. Each impact evaluation in this chapter is prefaced by criteria of significance, which are the thresholds for determining whether an impact is significant. Staff from the City of Mountain View and the consulting firm of LSA Associates, Inc., have developed these criteria in a cooperative process using the *CEQA Guidelines*.

ISSUES TO BE ADDRESSED IN THE DRAFT EIR

The following environmental issues are addressed in this chapter:

- A. Land Use and Planning Policy
- B. Population, Housing and Employment
- C. Transportation and Circulation
- D. Air Quality
- E. Global Climate Change
- F. Noise
- G. Geology, Soils and Seismicity
- H. Hydrology and Water Quality
- I. Hazards and Hazardous Materials
- J. Biological Resources
- K. Cultural Resources
- L. Public Services
- M. Utilities and Infrastructure
- N. Visual Resources

¹ Public Resources Code Section 21068.

FORMAT OF ISSUE SECTIONS

Each environmental issue section has two main subsections: 1) Setting, and 2) Impacts and Mitigation Measures. Any identified significant impacts are numbered and shown in bold type, and the corresponding mitigation measures are numbered and indented. Significant impacts and mitigation measures are numbered consecutively within each topic and begin with a shorthand abbreviation for the impact section (e.g., LU for Land Use). The following abbreviations are used for individual topics:

LU:	Land Use and Policy Planning
POP:	Population, Housing and Employment
TRANS:	Transportation, Circulation and Parking
AQ:	Air Quality
GCC:	Global Climate Change
NOISE:	Noise
GEO:	Geology, Soils and Seismicity
HYDRO:	Hydrology and Water Quality
HAZ:	Hazards and Hazardous Materials
BIO:	Biological Resources
CUL:	Cultural Resources
PS:	Public Services
UTIL:	Utilities and Infrastructure
VIS:	Visual Resources

The following notions are provided after each identified significant impact and after identification of mitigation measures:

SU	=	Significant and Unavoidable
S	=	Significant
LTS	=	Less than Significant

These notations indicate the significance of the impact before and after mitigation.

ENVIRONMENTAL SETTING

Per *CEQA Guidelines* Section 15125, an EIR must include a description of the physical environmental conditions in the vicinity of the project, as they generally exist at the time the notice of preparation is published and at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to an understanding of the significant effects of the proposed project and its alternatives. The Notice of Preparation for the proposed project evaluated in this EIR was published January 25, 2011. However, for reasons that are stated in the individual environmental topic setting sections, the base year for establishing baseline conditions may not be 2011 as different years may be more appropriate or the City may have to use the only available information from an earlier year for an understanding of the environmental setting for that particular topics. For example, the baseline year for the transportation analysis is 2009 because the City's travel

demand forecasting (TDF) model was updated prior to the Draft General Plan update process using the most recent land use and transportation information then available. For Mountain View's Draft General Plan, the TDF model was used to develop and refine the project description included in the Draft General Plan NOP circulated in January 2011 and to conduct the environmental analysis. Completing the TDF model validation until after the Draft General Plan project description was developed for the NOP would have delayed the analytic process by at least another year without substantially improving the quality of the environmental analysis. The City of Mountain View TDF model 2009 base year was the most recent land use and transportation information available at the time of the Notice of Preparation (NOP); thus, the existing roadway machine counts, transit, bicycle, and pedestrian systems are based on baseline conditions from 2009. The baseline year for the greenhouse gas emissions inventory for the global climate change analysis is 2005 because as part of the Mountain View GGRP, the City of Mountain View developed a baseline emissions inventory for the 2005 operational year, per the BAAQMD's GHG Plan Level Quantification Guidance from May 2005. The City's adoption targets use 2005 emissions as a baseline year, whereas AB 32 uses 1990 as a baseline year. However, the California Air Resources Board (CARB) has acknowledged it is not feasible or practical for many cities to accurately use 1990 levels as a baseline. Therefore Mountain View and most Bay Area cities are using 2005 emissions as their baseline year level.

CUMULATIVE IMPACT ANALYSES

CEQA defines cumulative impacts as "two or more individual effects which, when considered together, are considerable, or which can compound or increase other environmental impacts." Section 15130 of the *CEQA Guidelines* requires that an EIR evaluate potential environmental impacts that are individually limited, but cumulatively significant. These impacts can result from the proposed project alone or together with other projects. For the evaluation of cumulative impacts, CEQA allows the use of either a list of past, present, or reasonably anticipated relevant projects, including projects outside the control of the lead agency, a summary of the projections in an adopted planning document or a thoughtful combination of the two. The cumulative impacts analysis is included in the topical sections in Subsection 2, Impacts and Mitigation Measures, of each section. For this EIR, the cumulative traffic analysis and, therefore, cumulative air quality, noise, and global climate change analyses, used Year 2030 cumulative daily roadway segment volumes, citywide daily vehicle miles traveled (VMT) and adjacent jurisdiction analysis based on Draft 2030 General Plan land use for Mountain View and the Association of Bay Area Governments (ABAG) land use projections for adjacent jurisdictions and planned and funded transportation system improvements in the *Valley Transportation Plan (VTP) 2030* adopted by the Valley Transportation Authority (VTA) in 2005. For all other topic areas, the cumulative impacts analysis used 2009 information provided by the Association of Bay Area Governments (ABAG) in their ABAG Projections that takes into account the adopted plans of all Bay Area jurisdictions, the most available U.S. Census data, and information concerning reasonably anticipated projects provided by the City of Mountain View and adjacent jurisdictions, as well as the County of Santa Clara.

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A. LAND USE AND PLANNING POLICY

This section describes existing land uses within the City of Mountain View and its vicinity, land use trends in the City, and relevant plans and policies. Much of the background information in this section is adapted from the Mountain View General Plan Update Existing Conditions Report.¹ Potential land use and planning policy impacts that would result from the adoption and implementation of the Draft General Plan and GGRP are also examined.

1. Setting

This section describes existing land uses within the City, land use trends, and applicable land use policy documents and regulations.

a. Existing Land Uses. The land use composition and configuration of Mountain View reflect the City’s agricultural roots, its expansion after 1950, its location in an area with a high density of high-technology industries and a large employment base, and the freeways and highways that extend between San Jose and San Francisco. The City is relatively flat, with few topographical impediments to development, but major roadways, including three freeways, El Camino Real (a State highway), and Central Expressway (a County expressway), and a major railway create edges and barriers around land uses and neighborhoods.

The City of Mountain View encompasses 6,434 acres of land area within its limits, not including roads and other rights-of-way, and the largest single land use is residential. Of all the land within the City limits, approximately 42 percent (2,719 acres) comprises residential uses, 19 percent (1,239 acres) comprises open space uses, 18 percent (1,137 acres) comprises office and industrial uses, 9 percent comprises institutional/public/quasi-public uses, 7 percent (470 acres) comprises commercial uses, and the remaining approximately 5 percent of land comprises agricultural, parking, transportation, and utilities uses, and vacant land. Existing land uses in the City are shown in Figure IV.A-1. Table IV.A-1 provides a summary of the existing land use distribution within the City.

Table IV.A-1: Existing Land Use Distribution

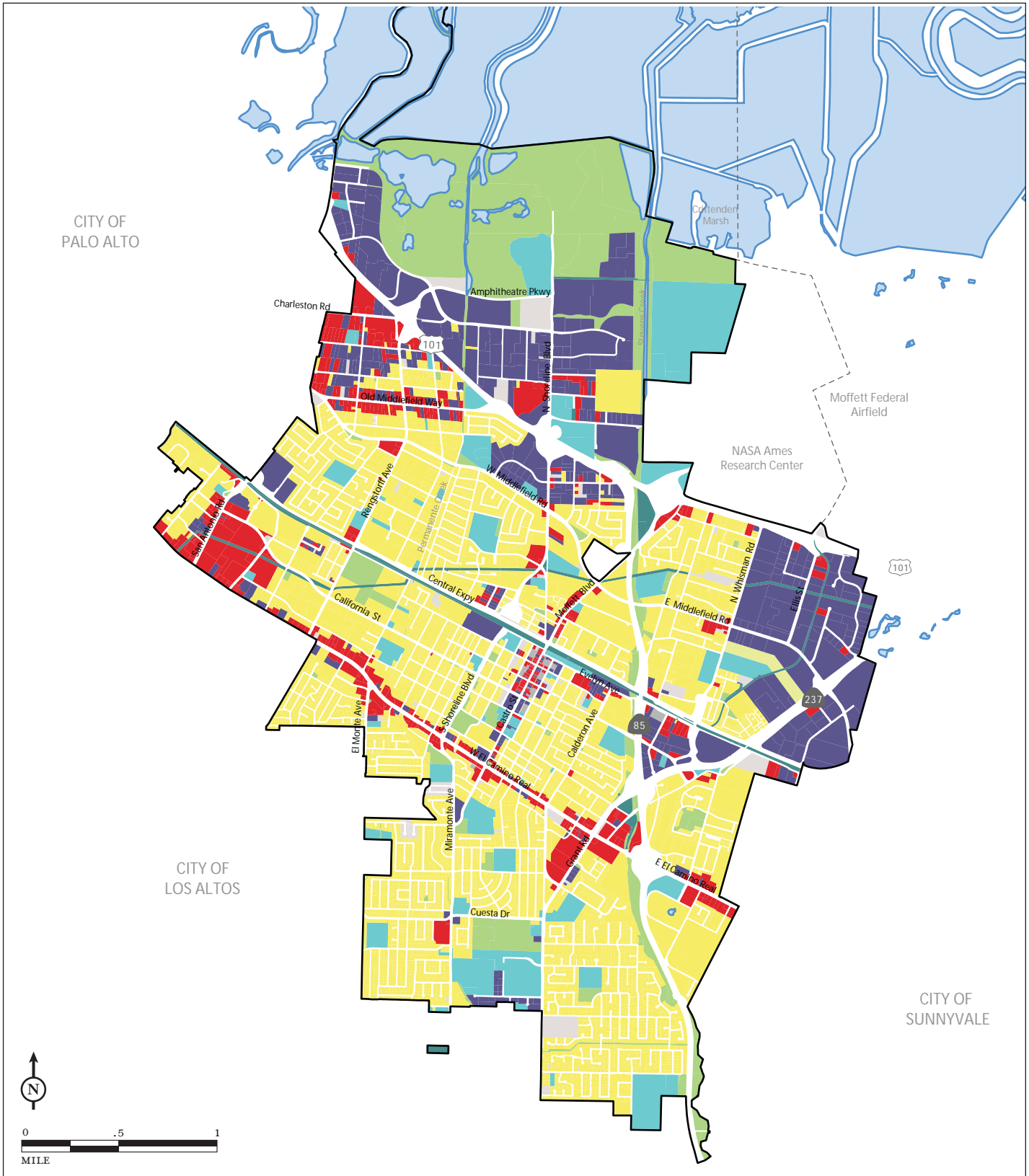
Land Use	Acres	Percent of Total Area
Residential	2,719	42.2%
Commercial	470	7.3%
Office and Industrial	1,137	17.7%
Agriculture	21	0.3%
Open Space	1,239	19.3%
Institutional/Public/Quasi-Public	590	9.2%
Transportation and Utilities	114	1.8%
Parking	10	0.2%
Vacant	137	2.1%
Total	6,434	100.0%

Source: Anderson, Eric, 2011. City of Mountain View Planning Division, GIS Database. October.

¹ Mountain View, City of, 2009. *Current Conditions Report*. August.

Descriptions of the land uses listed in Table IV.A-1 and shown on Figure IV.A-1 are provided below:

- **Single-Family/Duplex and Multi-Family Residential.** In Mountain View, about 60 percent of the City’s housing units are located in multi-family residences and about 40 percent are single-family housing units. Current trends in residential development include medium-to high-density and transit-oriented developments.
- **Commercial.** Commercial uses in Mountain View make up approximately 6 percent of the land area, and range from locally-serving retail businesses located in Downtown to regional-serving businesses along San Antonio Road. Local-serving commercial uses are located within neighborhoods throughout the City and include restaurants, cafes, supermarkets, and other types of retail uses. Motels and hotels, which are also assigned to this category, are mostly located on El Camino Real. Current trends related to commercial development include mixed use developments, where buildings incorporate a combination of office, retail, and residential uses.
- **Office and Industrial/Manufacturing.** Mountain View’s history as an incubator for high-technology industries has spurred the development of various types of office, manufacturing, and industrial uses. These uses range from large campuses in the North Bayshore Area to smaller production facilities in the East Whisman Area. Most manufacturing and industrial uses are located near the Highway 101 corridor, while office uses are located throughout the City, including Downtown. Current trends in office, manufacturing, and industrial development include large campus facilities and smaller incubator research and development uses. High-technology incubator facilities will often incorporate office and manufacturing uses within a single building to maximize efficiencies. Other emerging industries include bioscience, nanotechnology, and green technology companies.
- **Institutional/Public Use/Quasi-Public Use.** Institutional and public/quasi-public uses include schools, public facilities, churches, and medical facilities, among others. These uses – which include City Hall in Downtown, El Camino Hospital in the Miramonte/Springer Area, and various schools and churches – are located throughout the City.
- **Agriculture.** There are no active agricultural uses in the City, although farmland is mapped in the City by the State Department of Conservation (see Figure IV.A-2). Because CEQA and other State regulations and policies afford farmland special consideration, the former agriculture properties in the City are described briefly below:
 - *247 North Whisman Road.* This property is also known as “The Francia Property” and is the sole property in the City that is under a Williamson Act contract (i.e., a State contract requiring property to be restricted to agriculture or open space uses). The property is designated as General Industrial in the General Plan but is zoned Agriculture. It is mapped as “Unique Farmland” by the State Department of Conservation.
 - *Ferguson Drive (no address).* This property, which is bisected by light rail tracks, is designated Medium High Density Residential and is zoned South Whisman Precise Plan. It is mapped as “Other Land” by the State Department of Conservation.
 - *1991 Sun-Mor Ave.* This property contains a single-family home and greenhouses. It has a General Plan designation of Low Density Residential and is zoned Single-family, with a minimum lot size of 10,000 square feet. It is mapped as “Urban and Built-Up Land” by the State Department of Conservation.



LSA













- | | | | |
|---|---------------------------|---|-----------------------------------|
|  | Mountain View City Limits |  | Sphere of Influence |
|  | Water Bodies |  | Parks and Open Space |
|  | Residential |  | Institutional/Public/Quasi-Public |
|  | Industrial/Office |  | Utilities and Transportation |
|  | Commercial |  | Vacant |
|  | Agricultural |  | Parking |

FIGURE IV.A-1

*City of Mountain View
Draft General Plan and
Greenhouse Gas Reduction Program EIR
2009 Use of Land*

SOURCE: CITY OF MOUNTAIN VIEW, 1992; MIG, 2009.

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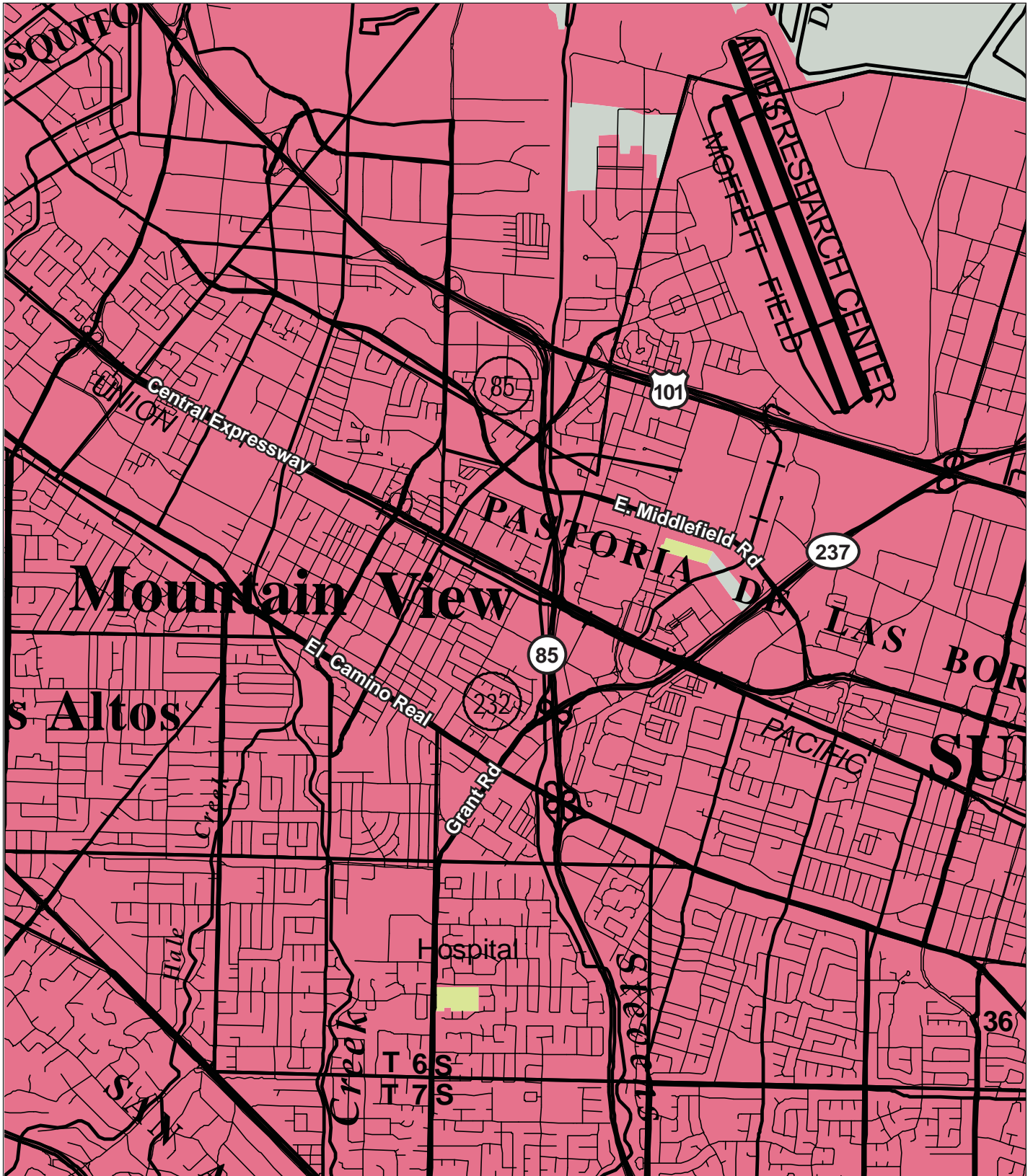
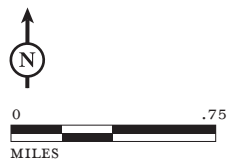


FIGURE IV.A-2

LSA



- Unique Farmland
- Urban and Built-Up Land
- Other Land

City of Mountain View
Draft General Plan and
Greenhouse Gas Reduction Program EIR
Important Farmland Map

- *Cuesta Annex (no address)*. This property is a former orchard that is currently occupied by grassland and oak trees. The City owns the land and is working with the Santa Clara Valley Water District to create a flood retention basin. The property is designated Neighborhood/Community Parks, Schools and Open Space in the General Plan, and is zoned Public Facilities. It is mapped as “Urban and Built-Up Land” by the State Department of Conservation.
 - *3119 Grant Road*. This property is also known as “Grant/Levin” or “Pumpkin Patch” and is currently designated Low Density Residential in the General Plan and is zoned Single-Family, with a minimum lot size of 8,000 square feet. As of the fall of 2011 the property is being developed with 53 detached single-family housing units. It is mapped as “Unique Farmland” by the State Department of Conservation.
 - **Parks and Open Space**. Mountain View’s diverse range of parks and open space includes regional, community, and neighborhood parks. Trails are also located throughout the City, with north-south and east-west connections. The City contains an insignificant amount of forest land, as defined by Section 12220(g) of the California Public Resources Code. 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 timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.” The small amount of forest land that exists in Mountain View generally occurs in existing park and open space areas, such as the riparian zone surrounding Stevens Creek. This forest land is used only for aesthetic, recreational, and biological functions, and is not used for timber extraction.
 - **Parking and Vacant Uses**. Parcels devoted to parking are generally located in the Central Neighborhoods Area. For the most part, vacant parcels are located in the North Bayshore Area, Monta Loma/Farley/Rock Street Area, Grant Road/Sylvan Park Area, and in several smaller parcels along the El Camino Real corridor in the Miramonte/Springer Area.
- b. Land Use Trends.** The following discussion describes historical and recent land use trends in the City, which are influenced by the City’s agricultural heritage, the existence of few vacant parcels available for new development, and high demand for housing in the area.

(1) Historical Land Use Trends. Incorporated in 1902, Mountain View began as an agricultural community with a compact business and residential core surrounded by farms, orchards, barns, and other agriculture-based uses. Between 1900 and 1950 the City retained its agricultural character and experienced a gradual increase in population growth and development.

The pace of development changed rapidly after World War II, which spurred population growth and spiked the demand for housing and amenities in the region. The population grew from 10,000 residents in 1950 to almost 50,000 residents in 1965. The growth changed Mountain View from an agricultural community to a city with homes, commerce, and industry. Most of the City’s housing growth occurred in the 1950s and 1960s. Anchored by Moffett Naval Air Station and the National Aeronautics and Space Administration (NASA), Mountain View was an incubator for high-technology industries from the 1950s onward. Some of the first electronics industries and microchip manufacturers settled in Mountain View near Moffett Field in the Moffett/Whisman Road Area. Most of the growth in commercial and industrial development occurred in the 1980s and 1990s.

In the 1960s, 1970s, and 1980s, housing was added around the Central Neighborhoods Area, with small single-family tracts north of Central Expressway transitioning to larger subdivisions south of El

Camino Real. Many new apartments were also built during this time, such as along California Street. Regional shopping centers, such as Mayfield Mall and San Antonio Center, opened on the City's west side and attracted customers from surrounding cities.

(2) Recent Trends. A revitalization of Downtown has been underway since the 1990s and has resulted in the development of multi-story residential uses, commercial developments, and infrastructure and streetscape improvements. Furthermore, transit-oriented development with a mix of uses has been built surrounding some of the Caltrain and light rail stations in the area. Drawing upon the City's historical niche in the Silicon Valley, the North Bayshore Area has become a major regional employment center and a desirable location for leading high-tech firms.

Most recent developments have redeveloped underutilized land. Over the past 10 years, major development and redevelopment efforts include transit-oriented development, mixed use development, office and commercial development, and industrial complexes. This section describes current land use trends related to residential and nonresidential development.

Residential. Over the past 10 years Mountain View has experienced an upward trend in the development of residential uses. In 2005, the City received several development applications to convert existing industrial land to residential uses. This occurred at a time when the slumping economy resulted in office and industrial vacancies, while housing demand remained high. At this time, the City recognized the importance of retaining industrial land in order to attract emerging industries and identified sites where residential conversion would be prohibited. The City also identified sites where conversion would be allowed on a case-by-case basis if development could meet certain criteria. Recently, the high demand for housing has leveled off because of the recent economic recession. However, some residential development is still moving forward, including infill developments in Downtown near transit stations and along El Camino Real. Future residential development will likely be characterized by infill development, and will include multi-family development with a mix of uses in close proximity to transit.

Non-Residential. The potential for large, new commercial development is limited because the City has relatively few large sites available. Furthermore, the retail market in Mountain View and surrounding cities is saturated with revenue-generating businesses, such as home improvement stores, department store retailers, computer and technology superstores, new auto dealerships and others. Industrial and business development in Mountain View has been cultivated by policies and programs that have resulted in attraction and retention of job and revenue-generating businesses. The North Bayshore and Moffett/Whisman Areas are where City policies and programs have allowed for the creation of millions of square feet of office and research and development uses and the attraction of new companies.

c. Regulatory Setting. This subsection describes the federal, State, regional, and local plans and regulations that address land use and development within and adjacent to the City. A brief description of these regulatory documents is provided below.

(1) Federal. Relevant federal planning documents include the NASA Ames Development Plan.

NASA Ames Development Plan. NASA Ames Research Center is within the City's planning area and sphere of influence. The NASA Ames Development Plan provides guidance for land use and

development of the NASA Ames Research Center, which is an aeronautical laboratory. The Final Programmatic Environmental Impact Statement for the Development Plan identifies a preferred alternative, which would ultimately include 1,930 residential units and 2.9 million square feet of commercial, research and development, office, and educational uses.²

(2) State. Relevant State planning documents include the San Francisco Bay Plan.

San Francisco Bay Plan. The San Francisco Bay Plan (Bay Plan) is a policy tool that, under the provisions of the McAteer-Petris Act, allows the San Francisco Bay Conservation and Development Commission (BCDC) to “exercise its authority to issue or deny permit applications for placing fill, extracting materials, or changing the use of any land, water, or structure within the area of its jurisdiction.” BCDC’s area of jurisdiction includes all of San Francisco Bay, a shoreline band extending 100 feet from the water, and salt ponds, managed wetlands, and certain waterways associated with the Bay. The Bay Plan stipulates: “Any public agency or private owner holding shoreline land is required to obtain a permit from the Commission before proceeding with (shoreline) development.”

The City’s San Francisco Bay shoreline is within the jurisdiction of BCDC and associated development activities are regulated by the Bay Plan. The Bay Plan Map 7 policies that pertain to Mountain View and its immediate surroundings include the following:

- *Policy 10.* If not needed for salt production, ponds north of Moffett Federal Airfield should be reserved for possible airport expansion.
- *Policy 11, Moffett Naval Air Station.* If and when not needed by Navy, site should be evaluated for commercial airport by regional airport system study. (Moffett NAS not within BCDC permit jurisdiction.)
- *Policy 12, South Bay.* Enhance and restore valuable wildlife habitat. Bay tidal marshes and salt ponds may be acquired as part of Don Edwards San Francisco Bay National Wildlife Refuge and managed to maximize wildlife and aquatic life values. Salt ponds can be managed for the benefit of aquatic life and wildlife. Provide continuous public access to the Bay and salt ponds along levees if in a manner protective of sensitive wildlife. Provide opportunities for non-motorized small boat launching facility where compatible with wildlife and habitat protection.³ [Please note that this policy and other similar policies may be affected by the South Bay Salt Ponds Restoration Project, discussed below.]

In October 2011, BCDC amended the Bay Plan to update the 22-year-old sea level rise findings and policies and to add a new section dealing more broadly with climate change and adapting to sea level rise. Prior to implementation, the amendments must be approved by the State Office of Administrative Law and the National Oceanic and Atmospheric Administration. The new policies are anticipated to go into effect by early 2012.⁴

(3) Regional. Relevant regional planning documents include the South Bay Salt Ponds Restoration Project, Regional Airport System Planning Analysis, and Grand Boulevard Initiative.

² Design, Community & Environment, 2002. *NASA Ames Development Plan, Final Programmatic Environmental Impact Statement*. July.

³ San Francisco Bay Conservation and Development Commission, 2008. *San Francisco Bay Plan*. February.

⁴ San Francisco Bay Conservation and Development Commission, 2011. *Climate Change Bay Plan Amendment*. October 6.

South Bay Salt Ponds Restoration Project. The South Bay Salt Ponds Restoration Project (South Bay Restoration Project) is intended to restore 15,100 acres of industrial salt ponds along the southern shoreline of San Francisco Bay to tidal wetlands and related habitats, while providing flood control and recreation access. The South Bay Restoration Project is overseen by the U.S. Fish and Wildlife Service, California Department of Fish and Game, and the California Coastal Conservancy. The key objectives of the South Bay Restoration Project are:

- Create, restore, or enhance habitats of sufficient size, function, and appropriate structure to: 1) Promote restoration of native special-status plants and animals that depend on South San Francisco Bay habitat for all or part of their life cycles; 2) Maintain current migratory bird species that utilize existing salt ponds and associated structures such as levees; and 3) Support increased abundance and diversity of native species in various South San Francisco Bay aquatic and terrestrial ecosystem components, including plants, invertebrates, fish, mammals, birds, reptiles and amphibians;
- Maintain or improve existing levels of flood protection in the South Bay Area;
- Provide public access and recreational opportunities compatible with wildlife and habitat goals;
- Protect or improve existing levels of water and sediment quality in the South Bay, and take into account ecological risks caused by restoration;
- Implement design and management measures to maintain or improve current levels of vector management, control predation on special status species, and manage the spread of nonnative invasive species; and
- Protect the services provided by existing infrastructure (e.g., power lines and railroads).

The restoration effort would be guided by an adaptive management plan that would allow for restoration strategies to change over time in order to more effectively meet the project objectives. Under Alternative C of the project, which would maximize tidal wetlands, levees within Mountain View's shoreline areas would be breached and tidal wetlands would be restored. Trails would connect to Mountain View Shoreline Park and other local open space areas, and viewing opportunities would be established throughout the restored tidal wetlands. The managed pond to the northwest of Moffett Field would remain. Under Alternative B, the area would contain a mix of managed ponds and restored tidal wetlands, with more limited public access.⁵

Regional Airport System Planning Analysis. The Regional Airport System Planning Analysis (Airport Planning Analysis), which was published in 2011, is a precursor to an updated Regional Airport System Plan. The purpose of the Airport Planning Analysis is to assist in planning efforts at Bay Area regional airports such that future demand for aviation can be accommodated. The Metropolitan Transportation Commission is overseeing the planning effort with the Association of Bay Area Governments, BCDC, and the Regional Airport Planning Committee (which includes the Bay Area Air Quality Management District, the Federal Aviation Administration, San Francisco International Airport, San Jose International Airport, San Jose International Airport, and the California Department of Transportation). For Mountain View, the most relevant aspect of the Airport Planning Analysis is its analysis of Moffett Field. According to the Airport Planning Analysis, Moffett Field is not needed to serve the region's long-term air passenger demand, but "its potential to serve in some

⁵ EDAW, 2007. *South Bay Salt Pond Restoration Project, Final EIS/EIR*. December.

regional aviation capacity should be protected” until future aviation demand studies are conducted. A future study (identified as low priority in the Airport Planning Analysis) would “look at the need for Moffett Federal Airfield for emergency, limited air cargo, and future general aviation use.”⁶

Grand Boulevard Initiative. The Grand Boulevard Initiative is a collaboration of 19 cities, counties, local and regional agencies, and the California Department of Transportation (Caltrans) to improve and revitalize the length of El Camino Real. The initiative brings together agencies that have a stake in improving the street, including the City of Mountain View.

A set of guiding principles established through the Grand Boulevard Initiative has been endorsed by the City. Principles that relate to land use decisions along the corridor include:

- Encourage compact mixed use development and high quality urban design and construction;
- Create a pedestrian-oriented environment and improve streetscapes, ensuring full access to and between public areas and private developments;
- Provide vibrant public spaces and gathering places;
- Preserve and accentuate unique and desirable community character and the existing quality of life in adjacent neighborhoods; and
- Pursue environmentally sustainable and economically viable development patterns.⁷

(4) **Local.** Relevant local planning documents include the 1992 General Plan, Zoning Ordinance, and Precise Plans.

1992 General Plan. The existing General Plan, which was adopted in 1992, provides a City-wide approach to planning for future development. The General Plan includes the seven required General Plan elements, including land use, circulation, housing, open space, conservation, noise and safety. Each element is organized into four broader chapters: community development, circulation, residential neighborhoods, and environmental management. The 1992 General Plan identifies a set of goals, policies, and actions related to each of the chapters.

The goals identified in the 1992 General Plan that relate to land use include the following:

- Promote a pattern of land use that protects the community’s health and safety;
- Preserve and strengthen Mountain View’s identity;
- Maintain and enhance the special diversity of the City’s businesses and neighborhoods;
- Encourage development that preserves the beauty of the natural environment;
- Support the retention and protection of the City’s major institutional facilities;
- Maintain a variety of attractive and convenient commercial districts that provide needed goods, services and entertainment;
- Promote a variety of industrial districts that maintain a diversified economic base;
- Strive for a better balance of jobs and housing units in Mountain View;
- Coordinate the location, intensity and mix of land uses with transportation resources;

⁶ Regional Airport Planning Committee, 2011. *Regional Airport System Planning Analysis, Final Report*. September.

⁷ Grand Boulevard Initiative, 2011. *Grand Boulevard Multimodal Transportation Corridor Plan*.

- Focus public redevelopment efforts on important areas where revitalization will benefit the entire community;
- Maintain the predominant low building height in Mountain View, while allowing a limited number of well-designed tall buildings in selected areas of the City; and
- Guide change in special opportunity areas to maintain the vitality of Mountain View.

Included in the 1992 General Plan are land use designations and a land use map. Land use designations define the type, intensity and density of development within the City, and include five general groups: Residential; Public Use; Commercial/Office; Industrial; and Open Space. The 1992 General Plan Land Use Map is shown in Figure IV.A-3. Table IV.A-2 shows the acreage of each General Plan Land Use Designation. Please refer to the Mountain View General Plan Update Current Conditions Report for a description of each land use designation included in the 1992 General Plan.⁸

Table IV.A-2: 1992 General Plan Land Use Designations

Land Use	Acres ^a	% of Total
RESIDENTIAL		
Low Density Residential	1,412	22%
Medium Low Density Residential	218	3%
Medium Density Residential	810	13%
Medium High Density Residential	351	5%
High Density Residential	20	0%
Mobile Home Park	107	2%
COMMERCIAL		
Neighborhood Commercial	42	1%
General Commercial	80	1%
Regional Commercial	126	2%
MIXED USE		
Linear Commercial/Residential	194	3%
Downtown Commercial	65	1%
OFFICE/INDUSTRIAL		
Office	9	0%
General Industrial	689	11%
Industrial Park	562	9%
PUBLIC AND OPEN SPACE		
Neighborhood and Community Parks, Schools	315	5%
Regional Park	980	15%
Agriculture	13	0%
INSTITUTIONAL		
Institutional ^b	397	6%
NOT CATEGORIZED		
	44	1%
Total	6,434	100%

^a Acreage reflects distribution within the last 2 years and includes rezoning and General Plan Amendments.

^b Institutional designation is intended for public/quasi-public uses that serve a regional function (e.g., Palo Alto Medical Foundation).

Source: Anderson, Eric, 2011. City of Mountain View Planning Division, GIS Database. October.

⁸ Mountain View, City of, 1992. *City of Mountain View General Plan*. Last revised March 2009.

Zoning Ordinance. The City’s Zoning Ordinance plays a key role in regulating development type, density, and land use, and generally supports the vision of the 1992 General Plan. Development standards identified in the Zoning Ordinance include setbacks, lot area, lot width, density, floor area ratio, site coverage, landscaping and open area requirements, height limits, storage, and parking. The Zoning Ordinance organizes zoning districts into four broad categories: residential; commercial/professional; industrial; and special purpose.⁹ Figure IV.A-4 shows the City’s Zoning Map, and Table IV.A-3 shows the zoning districts by acreage. Please refer to the Mountain View General Plan Update Current Conditions Report for a description of each zoning district included in the Zoning Ordinance.

Table IV.A-3: Zoning Designation Distribution

Land Use	Acres ^a	% of Total
No Zoning	116	2%
A – Agriculture	57	1%
CN – Commercial – Neighborhood	29	0%
CO – Commercial – Office	13	0%
CRA – Commercial/Residential – Arterial	158	2%
CS – Commercial – Service	65	1%
F – Flood Plain	10	0%
ML – Limited Industrial	521	8%
MM – General Industrial	249	4%
P – Planned Community or Precise Plan	1,282	20%
PF – Public Facility	1,337	21%
R1 – Single-family	1,381	21%
R2 – One and Two Family	198	3%
R3 – Multiple Family	904	14%
R4 – High Density	3	0%
RMH – Mobile Home Park	110	2%
Total	6,433	100%

^a Acreage reflects distribution within the last 2 years and includes rezoning and General Plan Amendments.

Source: Anderson, Eric, 2011. City of Mountain View Planning Division, GIS Database. October.

Precise Plans. To address site-specific development needs, the City has developed 33 Precise Plans covering various locations within the City. Precise Plans are a tool for coordinating future public and private improvements on specific properties where special conditions of size, shape, land ownership, or existing or desired development require particular attention. The Precise Plans provide detailed specifications for land uses, relationship to surrounding areas, use intensity, circulation, design, procedures for development review, and special conditions for development occurring within each Precise Plan area. The City’s Precise Plan areas are listed in Table IV.A-4 and are shown in Figure IV.A-5. In Mountain View, Precise Plans range from smaller 1-acre parcels to larger sections of neighborhoods. Notable Precise Plans that have an impact on the wider community include the San Antonio Center, South Whisman, Mayfield, and Downtown Precise Plans. The major land use implications of these Precise Plans are summarized in the following bullet points:

- The San Antonio Center Precise Plan was updated in 2011 to reflect changing retail market conditions and new opportunities for mixed use development characterized by residential uses coupled with local-serving and high-end retail uses.

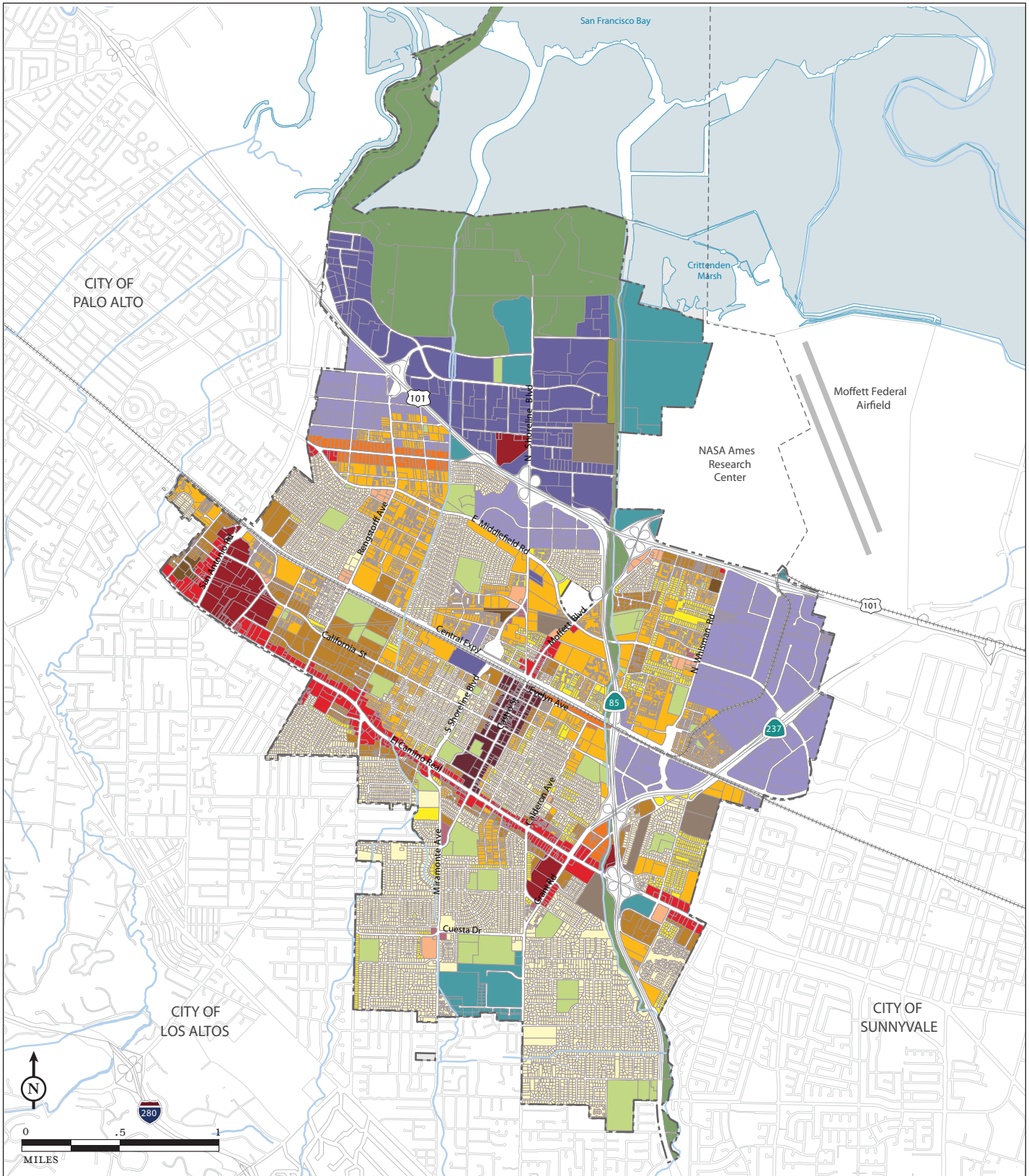
⁹ Mountain View, City of, 2010. The Mountain View, California Municipal Code. March 9.

- The South Whisman Precise Plan was adopted in March 2009 and expands transit-oriented development in the Moffett/Whisman Area. The Plan focuses on residential development clustered around the Whisman light rail station.
- The Mayfield Precise Plan was adopted in 2006 and lays out a development strategy for a 20-acre site near the intersection of San Antonio Road and the Central Expressway. The Plan includes residential development of varying densities, all within walking distance of the San Antonio Caltrain station.
- The Downtown Precise Plan is one of the more influential Precise Plans in the City, and has shaped the evolution of Mountain View’s core over the past two decades. The Plan focuses on making Downtown a pedestrian-friendly retail, office, and civic district. The Plan also encourages the creation of residential development that enhances daytime and nighttime activity. The Plan establishes transition areas, where residential development is encouraged and higher-intensity uses transition to single-family residential neighborhoods. The Plan also identifies parking requirements aimed at preserving the historic pedestrian-scale, storefront character of the area.

Table IV.A-4: City of Mountain View Precise Plans

Precise Plan Number	Precise Plan Name
1	Shoreline West
2	Charleston South Industrial
3	North Shoreline Boulevard
5	460 North Shoreline Boulevard
6	San Ramon
7	Mayfield
8	San Antonio Station
9	San Antonio Center
10	Ortega – El Camino Real
11	California Street – Showers Drive
12	394 Ortega Avenue
13	California – Ortega
14	2100 California Street
15	Clark – Marich Area
16	El Monte – El Camino
17	Villa Mariposa
18	Evelyn Avenue Corridor
19	Downtown
23	Castro – Miramonte Triangle
24	El Camino Medical Park
25	Grant – Phyllis Triangle
26	Grant – Martens
27	Grant – Phyllis
28	1101 Grant Road
29	111 Ferry-Morse Way
30	Sylvan – Dale
31	Mora – Ortega
32	Evandale
33	L'Avenida South
34	North Bayshore
35	Whisman Station
36	Americana Center
37	South Whisman

Source: City of Mountain View Planning Division, 2011.



LSA

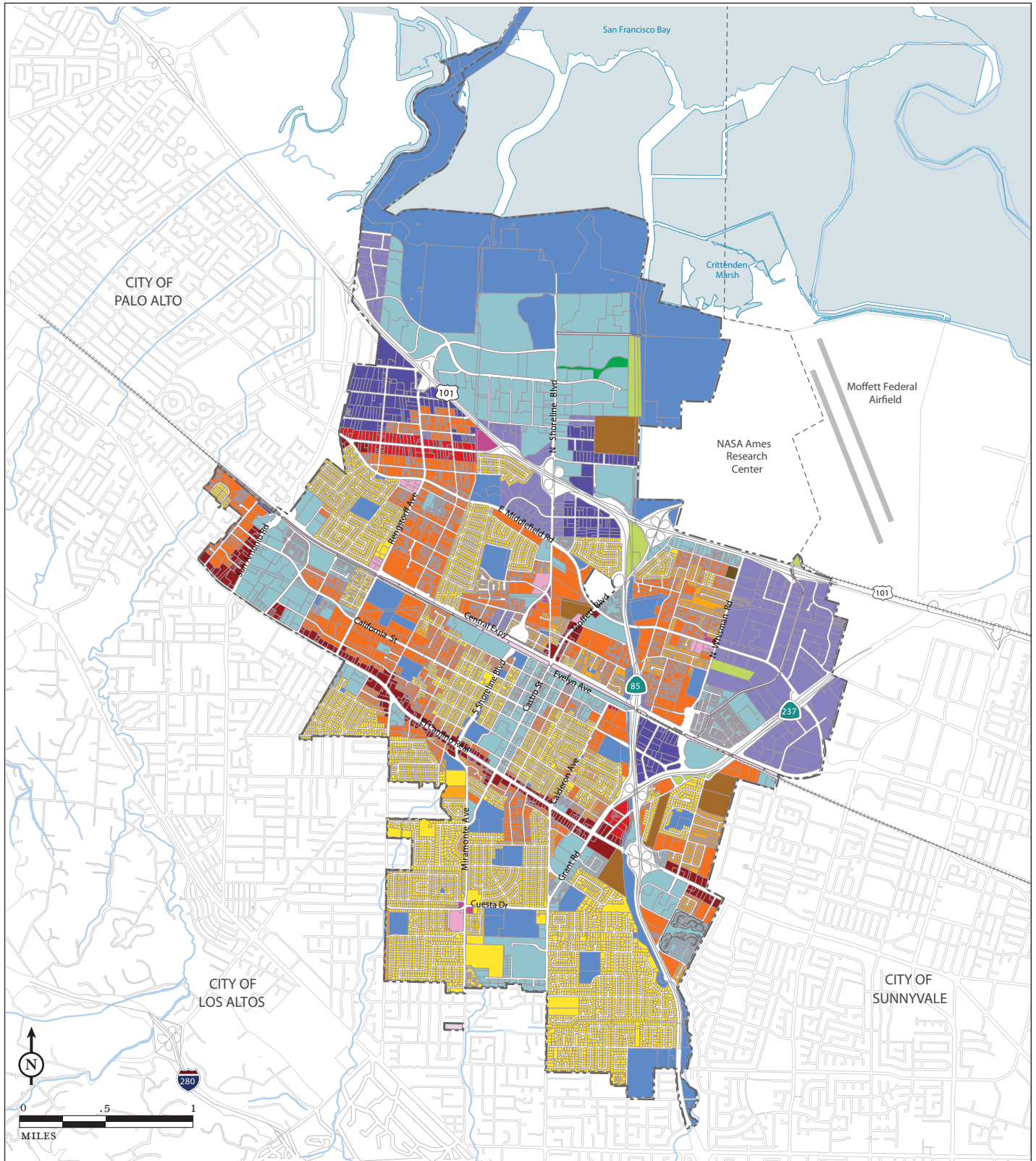
- Mountain View City Limits
- Water Bodies
- S.O.I. / Planning Area
- Railroad / Light Rail

- | | | |
|--------------------------|-------------------------------|--------------------|
| Low Density Res. | General Commercial | General Industrial |
| Medium Low Density Res. | Linear Commercial/Residential | Industrial Park |
| Medium Density Res. | Regional Commercial | Institutional |
| Medium High Density Res. | Downtown Commercial | Agriculture |
| High Density Res. | Office | |
| Mobile Home Park | Neighborhood Parks | |
| Neighborhood Commercial | Regional Park | |

FIGURE IV.A-3

*City of Mountain View
Draft General Plan and
Greenhouse Gas Reduction Program EIR
1992 General Plan Land Use Map*

SOURCE: CITY OF MOUNTAIN VIEW; MIG, 2009.

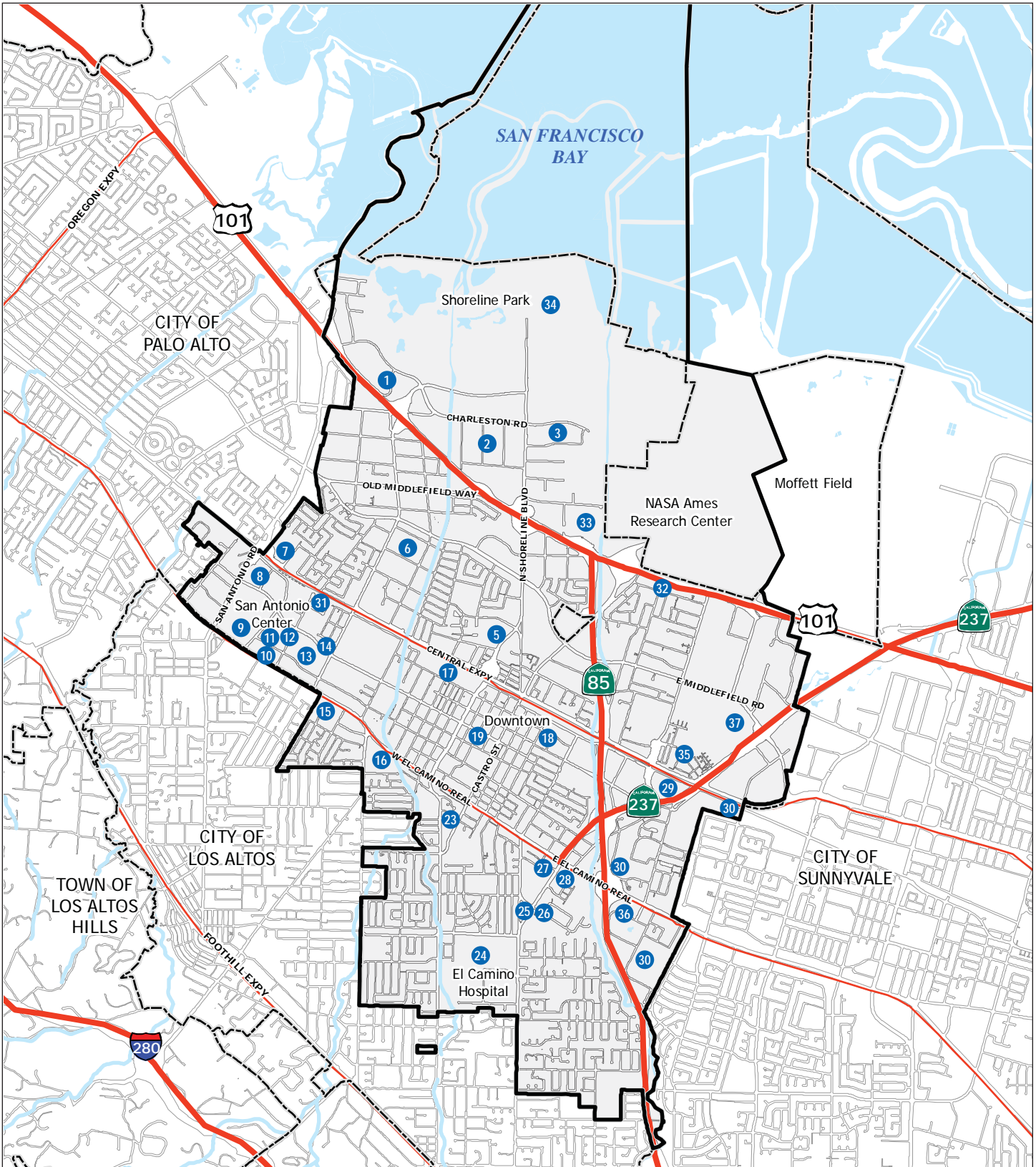


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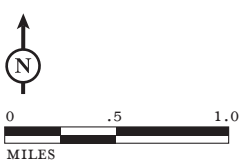
- | | | |
|----------------------------|------------------------------|----------------------------------|
| Mountain View City Limits | Comm. Neighborhood (CN) | Limited Industrial (ML) |
| Water Bodies | Commercial Office (CO) | General Industrial (MM) |
| Single Family Res. (R1) | Commercial Service (CS) | Planned Comm. / Precise Plan (P) |
| One & Two Family Res. (R2) | Comm. Res. / Arterial (CRA) | S.O.I. / Planning Area |
| Multiple Family Res. (R3) | Public Facility | Railroad / Light Rail |
| High Density Res. (R4) | Agriculture / Open Space (A) | Creeks |
| Mobile Home Park (RMH) | Flood Plain (F) | |

FIGURE IV.A-4

*City of Mountain View
Draft General Plan and
Greenhouse Gas Reduction Program EIR
Existing Zoning Map*



LSA



- Sphere of Influence/Study Area
- City Limits
- Freeways
- Major Roads
- Bodies of Water
- 16 Precise Plan Number

Note: Precise Plan Numbers are keyed to Table IV.A-3

FIGURE IV.A-5

*City of Mountain View
Draft General Plan and
Greenhouse Gas Reduction Program EIR
Precise Plan Locations*

SOURCE: CITY OF MOUNTAIN VIEW, 2011.
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2. Impacts and Mitigation Measures

This section discusses potential impacts related to land use and planning policy that could result from implementation of the Draft General Plan and GGRP. The section begins with the significance criteria, which establish the thresholds used to determine whether an impact is significant. The latter part of this section evaluates the Draft General Plan and GGRP, and identifies mitigation measures, as necessary.

a. Criteria of Significance. The Draft General Plan and/or the GGRP would have a significant impact related to land use and planning policy if it would:

- (1) Disrupt or physically **divide an established community**;
- (2) **Introduce new land uses that would conflict with established uses** within the vicinity of the City's planning area;
- (3) **Fundamentally conflict with any applicable land use plan**, policy or regulation of an agency with jurisdiction over a project (including, but not limited to a specific plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
- (4) **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;
- (5) **Conflict with existing zoning for agricultural use**, or a Williamson Act contract;
- (6) **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));
- (7) **Result in the loss of forest land** or conversion of forest land to non-forest use; or
- (8) 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**.

b. Impacts Analysis. The following discussion describes impacts on land use and planning policy associated with implementation of the Draft General Plan and GGRP.

(1) Divide an Established Community. The physical disruption or division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. For example, the construction of an interstate highway through an existing community could constrain travel from one side of the community to another. Such a feature could also impair travel to areas outside of the community.

In the context of a General Plan, physical divisions within a community could also result from large-scale land use changes. For instance, the conversion of a large swath of a residential district into an industrial area could isolate residential uses from other nearby residential neighborhoods. Some large-

scale comprehensive planning efforts during the post-World War II period, which resulted in the development of single-use neighborhoods bifurcated by high-volume freeways, created divisions within and between existing communities. For instance, the US 101 and I-680 freeways divide lower-density primarily residential neighborhoods in San Jose from the denser, mixed use neighborhoods surrounding the City's downtown.

The Draft General Plan includes no large-scale infrastructure projects such as new freeways or high-volume roadways that would divide an established community. Likewise, critical transportation infrastructure linking one neighborhood to another would not be removed as part of the Draft General Plan. The Draft General Plan seeks to enhance mobility between and within existing neighborhoods by expanding the existing multi-modal transportation system. This expansion would allow persons to travel around Mountain View more easily via non-automotive means of transportation. In general, this objective would be achieved by enhancing existing pedestrian infrastructure, extending certain key bike routes, and encouraging development around transit nodes. These policy initiatives would also be promoted by the Draft GGRP – in particular through measures to impose Transportation Demand Management Programs on new development. These changes to the physical environment would not divide an established community, and would enhance mobility in the area.

In addition, the land uses changes that are proposed as part of the Draft General Plan are generally modest in scale and would be concentrated within five “change areas.” Change areas are places that can best accommodate increases in land use intensity and overall changes in land use character, such as areas adjacent to major transportation corridors and near transit nodes. Changes in land use that would occur predominantly in change areas would include: increased commercial intensities near residential uses to encourage reduced dependence on private motor vehicles; increased office intensities to allow for business expansion; and focused growth in residential uses in close proximity to transit.

Flexible mixed use designations would be implemented in the El Camino Real/San Antonio neighborhood to allow for the development of higher-intensity uses around El Camino Real and the Caltrain transit corridor. Land use changes envisioned in the North Bayshore area would include the reorganization of superblocks into more walkable blocks that better encourage travel by means other than private automobiles. The land uses changes that would be implemented in change areas would be expected to increase neighborhood vitality by encouraging the development of underutilized parcels, converting single-use districts into mixed use districts, and increasing transit ridership. Conversely, the use of change areas to absorb much of the growth planned as part of the Draft General Plan would allow for the preservation of existing, established neighborhoods. Therefore, land use changes envisioned as part of the Draft General Plan would not disrupt or divide established communities. Land use changes that would result from implementation of the Draft GGRP would be indirect in nature (e.g., incentives to use transit could encourage intensification in the vicinity of light rail stations) and would also not disrupt or divide established communities. This impact would be considered less than significant and no additional mitigation measures are required.

(2) Introduce New Land Use That Would Conflict With Established Uses. As described above under “Divide an Established Community,” changes in land use that would occur with implementation of the Draft General Plan would be concentrated in change areas – those areas of the City, located along transportation corridors and near transit nodes and that contain underutilized land and that are best able to accommodate growth. The land uses and development intensities of existing neighborhoods would be largely preserved, as growth would be accommodated in change areas. Land

use changes in these existing neighborhoods would be minor and would involve expanding bike, pedestrian, and transit infrastructure; encouraging the development of mixed uses in village centers; and undertaking place-appropriate smaller-scale infill development. These types of changes would be neighborhood-serving and/or would enhance travel within and outside a neighborhood. Policy LUD 9.1 would require that new development be designed sensitively in the context of surrounding buildings and neighborhoods and would ensure that new development in existing residential neighborhoods is protective of residential character (and would avoid abrupt transitions in building height and perceived mass). Therefore, changes in land use types and intensities in existing neighborhoods (i.e., not within change areas) would be limited in spatial extent and would not result in a significant adverse impact.

POLICY LUD 9.1: Height and setback transitions. Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods.

The land use designations identified in the Draft General Plan generally relate to those in the 1992 General Plan (see Table IV.A-5). In certain cases, the land use categories in the 1992 Draft General Plan have been revised to better allow for the development of mixed uses and other project objectives. However, no new land use categories have been introduced that would be fundamentally incompatible with existing uses. Changes to land use designations in the 1992 General Plan that would be implemented as part of the Draft General Plan are designed to focus development in change areas, increase commercial intensities in close proximity to residential uses, allow for a mix of uses, and increase economic development in Mountain View, and would generally not conflict with established uses. Similarly, the GGRP would promote land use patterns that – in certain places that are well-served by transit – are denser and contain more mixed uses than under existing conditions. These types of land use changes would not substantially conflict with existing uses.

In addition, the Draft General Plan would seek to minimize potential land use conflicts via the following policy and action:

POLICY LUD 3.4: Land use conflicts. Minimize conflicts between different land uses.

ACTION LUD 3.4.1: Land use conflicts. Update the Zoning Ordinance to include standards and criteria to minimize potential land use conflicts.

Although larger-scale land use changes would occur in the five change areas, appropriate transitions between different land uses are identified in the Draft General Plan such that new or more intense uses would not conflict with established uses. For instance, in the North Bayshore area, the Draft General Plan would allow for the development of a dense mix of residential, retail, and office land uses around the North Shoreline Boulevard corridor. However, in this change area, new residential uses would be permitted only within this corridor to allow for the continued development of high-intensity office and high-tech uses in other North Bayshore areas. Similarly, most of the northern portion of the change area would be preserved as open space, to ensure that more concentrated uses to the south do not conflict with the open space areas adjacent to San Francisco Bay, which have a high degree of biological, recreational, and aesthetic value. Likewise, uses mixed both vertically and horizontally would be encouraged along the El Camino Real corridor, but the Draft General Plan would mandate that such new uses be designed to provide for appropriate transitions to adjacent residential neighborhoods. Policy LUD 7.5, for instance, would require that new uses in the Downtown Area (where adjacent to residential uses) be designed and sited such that they would be compatible with surrounding uses:

POLICY LUD 7.5: Compatible uses and design. Ensure compatible uses and building design in the Downtown area along the boundaries between residential and commercial areas.

Design and siting concepts could include appropriate landscaping, noise shielding, setbacks, and height limits that would protect the look and feel of adjacent residential neighborhoods. Similar design concepts would be applied to other change areas. Therefore, the Draft General Plan would not result in the development of new land uses that would conflict with established uses. Similarly, land use changes that would result from implementation of the Draft GGRP would be similar to those that would result from the Draft General Plan (e.g., the clustering of new development around transit nodes) and would also not conflict with established uses. This would be a less-than-significant impact and no additional mitigation measures are required.

(3) Conflict With Any Applicable Land Use Plans, Policy, or Regulation. This subsection includes a discussion of potential conflicts between the Draft General Plan and the applicable planning documents described in the Setting section. Please note that planning documents that pertain to specific technical topics (e.g., Transportation and Circulation; and Air Quality) are addressed in those topical sections of this EIR.

NASA Ames Development Plan. Policies in the Draft General Plan are intended to provide better connections to NASA Ames. The policies and actions listed below would promote connectivity between NASA Ames, North Bayshore, Downtown, and other parts of the City, including through the integration of transportation systems (Policy LUD 17.1 and associated actions); would promote connections between NASA Ames and East Whisman; and would promote Moffett Boulevard as an important connector to NASA Ames (Policies LUD 19.7 and LUD 20.2).

Policy LUD 17.1: Connectivity. Explore opportunities to improve connectivity and integrate transportation systems between the North Bayshore area, Downtown, NASA/Ames, and other parts of the City.

ACTION LUD 17.1.1: Partnerships. Pursue public-private partnership opportunities to improve connectivity and integrate transportation systems.

ACTION LUD 17.1.2: North Bayshore Transportation Plan. Prepare an access and circulation study to address existing access and circulation limitations in North Bayshore, which could include but not be limited to feasibility of park and ride lots and additional transit/pedestrian/bicycle facilities and improvements.

ACTION LUD 17.1.3: North Bayshore Transportation Management Association (T.M.A.). Facilitate creation of a North Bayshore Transportation Management Association (T.M.A.) to manage the operation of the North Bayshore Shuttle System, including a mechanism for new and existing businesses to contribute towards the operational expenses of the T.M.A.

ACTION LUD 17.1.4: North Bayshore shuttle system branding. Facilitate the promotion and branding of the North Bayshore Shuttle System to increase public awareness and ridership.

ACTION LUD 17.1.5: New North Bayshore shuttle system. Develop strategies to incorporate existing shuttles into a new North Bayshore Shuttle System.

ACTION LUD 16.1.6: North Bayshore shuttle and downtown. Create an efficient and convenient North Bayshore Shuttle System that connects to the Downtown transit center.

ACTION LUD 17.1.7: City-wide shuttle integration. Evaluate the integration of the North Bayshore Shuttle System with a city-wide shuttle system.

ACTION LUD 17.1.8: Future transportation options. Evaluate future North Bayshore transportation strategies, including fixed rail and Personal Rapid Transit options.

POLICY LUD 19.7: NASA-Ames/Moffett Field area connections. Create stronger connections between East Whisman and the NASA-Ames / Moffett Field areas.

POLICY LUD 20.2: Promote corridor. Promote Moffett Boulevard as an important corridor and connection to NASA-Ames.

The Draft General Plan does not propose specific land uses for NASA Ames. Therefore, after implementation of the Draft General Plan, the NASA Ames Development Plan would continue to guide development at NASA Ames and the Draft General Plan would not conflict with the NASA Ames Development Plan.

San Francisco Bay Plan. Individual development projects that would occur in the City within San Francisco Bay shoreline areas under the jurisdiction of BCDC would be subject to BCDC's review and approval process. However, at a programmatic level, the Draft General Plan would support the key objectives in the Bay Plan of preserving open space adjacent to San Francisco Bay, protecting the water quality of the Bay, and increasing public access to the Bay and associated shoreline. All lands within the City adjacent to San Francisco Bay would be designated as parks or open space and thus would be protected from extensive development and would be accessible to the public. This land use pattern would also be consistent with the recent amendments to the Bay Plan designed to respond to expected sea level rise. In addition, the following policies would protect San Francisco Bay, in accordance with Bay Plan policies.

POLICY LUD 16.1: Protected open space. Protect and enhance existing open space and habitat in the North Bayshore area.

ACTION LUD 17.3.2: Trail access. Improve access to Permanente and Stevens Creeks and Bay Trails.

POLICY INC 8.4: Runoff pollution prevention. Reduce the amount of storm water 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 (SCVURPPP).

POLICY INC 16.5: Wetland habitat. Collaborate with and support regional efforts to restore and protect wetlands, creeks, tidal marshes, and open water habitats adjacent to San Francisco Bay.

ACTION INC 16.5.1: Tidal Marshes. Maintain Charleston Slough within Shoreline Park and creeks as wildlife habitat.

POLICY POS 2.4: Access to bay and natural areas. Promote safe access to San Francisco Bay, creeks, scenic features, and other natural resources in the City and surrounding region.

POLICY POS 3.1: Preservation of natural areas. Preserve natural areas, creeks and the Shoreline at Mountain View area primarily for low-intensity uses such as walking, jogging and environmental education and, in special circumstances, more active, compatible uses if the overall natural values of the larger area are retained.

ACTION POS 6.1.4: Complete Bay Trail. Work with other cities and agencies to complete the Bay Trail.

Therefore, the Draft General Plan would not conflict with the Bay Plan.

South Bay Salt Ponds Restoration Project. The Draft General Plan would generally promote the protection of sensitive shoreline habitats, the restoration of salt ponds, and establishment of limited public access in shoreline areas. Specifically, the following Draft General Plan policies would promote the goals and objectives of the South Bay Restoration Project:

POLICY LUD 18.2: Flood retention areas: Support the development of flood retention areas to address impacts from sea level rise.

ACTION 18.2.1: Transfer of Development Rights program. Develop a Transfer of Development Rights program to allow properties to transfer their development rights and convert to wetland or detention pond areas.

POLICY INC 16.5: Wetland habitat. Collaborate with and support regional efforts to restore and protect wetlands, creeks, tidal marshes, and open water habitats adjacent to San Francisco Bay.

ACTION INC 16.5.1: Tidal Marshes. Maintain Charleston Slough within Shoreline Park and creeks as wildlife habitat.

In general, the South Bay Restoration Project would take place on shoreline lands outside of the City limits that are currently categorized as “Water Bodies.” Therefore, the Draft General Plan would not conflict with the South Bay Restoration Project.

Regional Airport System Planning Analysis. The Airport Planning Analysis indicates that Moffett Field is not needed to serve the region’s long-term air passenger demand, but its future aviation potential should be protected until future aviation demand studies are conducted. The Draft General Plan would not compromise this aviation potential, as no changes are directly proposed for Moffett Field (which is located outside the City limits). In addition, the following Draft General Plan policies would protect Moffett Field from incompatible land uses and encourage collaboration with the City on issues of mutual interest:

POLICY LUD 2.4: Moffett Field/NASA Ames collaboration. Collaborate with Moffett Field and NASA-Ames on development and economic opportunities and issues of mutual interest.

POLICY LUD 2.5: Moffett Federal Airfield. Encourage compatible land uses within the Airport Influence Area for Moffett Federal Airfield as part of Santa Clara County’s Comprehensive Land Use Plan (CLUP).

ACTION LUD 2.5.1: Comprehensive Land Use Plan (CLUP) Consistency. Evaluate land uses and development within the Airport Influence Area (AIA) for consistency with the safety, height, noise, and related policies of the CLUP.

Therefore, the Draft General Plan would not conflict with the Regional Airport System Planning Analysis.

Grand Boulevard Initiative. The Draft General Plan would promote the revitalization of the El Camino Real corridor through policies that encourage mixed use development along the corridor, enhanced pedestrian amenities, and new public spaces to improve the physical environment adjacent to the roadway and better connect the corridor to adjacent neighborhoods. In particular, Policies LUD 21.1 through LUD 21.9 (and associated actions) would promote intensive development along the El Camino Real corridor, increase densities at appropriate sites, enhance the pedestrian environment along the corridor, and increase mobility:

POLICY LUD 21.1: Encourage redevelopment. Encourage private properties along El Camino Real to be redeveloped and enhanced.

POLICY LUD 21.2: Focused intensive development. Allow more intensive development in key locations based on factors such as lot size, character of surrounding land uses, proximity to transit facilities, and opportunities to improve a site.

ACTION LUD 21.2.1: Specify more intensive development criteria. Update the Zoning Ordinance to specify criteria where more intensive development may be most appropriate along El Camino Real.

ACTION LUD 21.2.2: Allow greater densities for larger sites. Amend the Zoning Ordinance to allow greater densities for larger project sites along the El Camino corridor.

POLICY LUD 21.3: Building height variation. Support a variety of building heights along El Camino Real to create a varied and interesting streetscape.

POLICY LUD 21.4: Residential design transitions. Require sensitive design transitions between El Camino Real development and surrounding residential neighborhoods.

POLICY LUD 21.5: Landscaped pedestrian amenities. Encourage development to provide landscaped pedestrian amenities and gathering places.

POLICY LUD 20.6: Support parcel assembly. Support the assembly of parcels that fosters new development projects.

POLICY LUD 21.7: Support new street standards. Support new City street design standards for El Camino Real that improve the safety and accessibility of all travel modes.

ACTION 21.7.1: Implement pedestrian improvements. Implement pedestrian improvements identified in the Pedestrian Master Plan and through private development projects.

POLICY LUD 21.8: Street standards collaboration. Collaborate with surrounding cities on development of street design standards.

ACTION 21.8.1: Collaborate on street design standards. Work with surrounding cities and Caltrans to develop street design standards for El Camino Real.

POLICY LUD 21.9: Regional agency collaboration. Collaborate with the Grand Boulevard Initiative, the Valley Transportation Authority, Caltrans, and other regional agencies and cities on land use and transportation improvement strategies.

As noted, Policy LUD 21.1 would encourage the redevelopment of properties along El Camino Real. Policy 21.2 would promote intensive development along El Camino Real in key locations, taking into account proximity to transit, the character of surrounding land uses, and other factors. Associated Actions 21.2.1 and 21.2.2 would result in updates to the Zoning Ordinance to allow for more intensive development along El Camino Real in appropriate locations. Policy LUD 21.3 would promote the variation of building height along El Camino Real in order to promote a walkable and interesting streetscape. Policy LUD 21.4 would require sensitive design transitions between new development along El Camino Real and adjacent residential neighborhoods, to better integrate the corridor with surrounding neighborhoods. In addition, Policies LUD 21.8 and LUD 21.9 would require the City to collaborate with other cities along the corridor and agencies with jurisdiction over the corridor on street design standards and transportation improvements. Taken as a whole, these applicable Draft General Plan policies would encourage intensification along El Camino Real, good design, and better connections with surrounding areas – all objectives of the Grand Boulevard Initiative. Therefore, the Draft General Plan would not conflict with the Grand Boulevard Initiative.

1992 General Plan. The Draft General Plan is a comprehensive update of the existing 1992 General Plan and as such would replace the 1992 General Plan. After adoption, the Draft General Plan would function as the main guiding document for land use and planning in Mountain View.

Table IV.A-5 shows the land use designations in the 1992 General Plan, and equivalent land use designations in the Draft General Plan.

Table IV.A-5: 1992 General Plan and Draft General Plan Land Use Designations

1992 General Plan			Draft General Plan		
Land Use ^a	Acres	% of Total	Land Use	Acres	% of Total
RESIDENTIAL			RESIDENTIAL		
Low Density Residential	1,412	22%	Low Density Residential	1,409	22%
Medium Low Density Residential	218	3%	Medium Low Density Residential	217	3%
Medium Density Residential	810	13%	Medium Density Residential	807	13%
Medium High Density Residential	351	5%	Medium High Density Residential	346	5%
High Density Residential	20	0%	High Density Residential	20	0%
Mobile Home Park	107	2%	Mobile Home Park	107	2%
COMMERCIAL			COMMERCIAL		
Neighborhood Commercial	42	1%	Neighborhood Commercial	20	0%
General Commercial	80	1%	General Commercial	58	1%
Regional Commercial	126	2%	--	--	--
--	--	--	Industrial/Regional Commercial	44	1%
MIXED USE			MIXED USE		
--	--	--	Neighborhood Mixed Use	17	0%
Linear Commercial/Residential	194	3%	General Mixed Use	28	0%
Downtown Commercial	65	1%	Downtown Mixed Use	75	1%
--	--	--	Corridor Mixed Use	227	4%
--	--	--	North Bayshore Mixed Use	63	1%
--	--	--	Mixed Use Center	96	1%
OFFICE/INDUSTRIAL			OFFICE/INDUSTRIAL		
Office	9	0%	Office	20	0%
General Industrial	689	11%	General Industrial	221	3%
Industrial Park	562	9%	--	--	--
--	--	--	High Intensity Office	922	14%
PUBLIC AND OPEN SPACE			PUBLIC AND OPEN SPACE		
Neighborhood and Community Parks, Schools	315	5%	Neighborhood and Community Parks, Schools, City Facilities	325	5%
Regional Park	980	15%	Regional Park	1,012	16%
Agriculture	13	0%	--	--	--
INSTITUTIONAL			INSTITUTIONAL		
Institutional ^b	397	6%	Institutional ^b	356	6%
NOT CATEGORIZED	44	1%	NOT CATEGORIZED	44	1%
Total	6,434	100%	Total	6,434	100%

^a Acreage reflects distribution within the last 2 years and includes rezoning and General Plan Amendments.

^b Institutional designation is intended for public/quasi-public uses that serve a regional function (e.g., Palo Alto Medical Foundation).

Source: Anderson, Eric, 2011. City of Mountain View Planning Division, GIS Database. October.

Although the Draft General Plan would replace the existing General Plan, it builds on the overarching principles and objectives established under the existing General Plan, and the majority of proposed land use designations are equivalent to those in the 1992 General Plan. Policies that promote the following 1992 General Plan goals found in the Draft General Plan are shown in parentheses:

- Promote a pattern of land use that protects the community’s health and safety (Policies LUD 3.3, and PSA 3.3);

- Preserve and strengthen Mountain View’s identity (Policy OS 3.1);
- Maintain and enhance the special diversity of the City’s businesses and neighborhoods (Policy LUD 2.1);
- Encourage development that preserves the beauty of the natural environment (Policies INC 16.1, INC 17.2, INC 17.3, POS 2.4, and POS 3.1);
- Support the retention and protection of the City’s major institutional facilities (Goal POS-2);
- Maintain a variety of attractive and convenient commercial districts that provide needed goods, services and entertainment (Policies LUD 3.7 and LUD 3.8);
- Promote a variety of industrial districts that maintain a diversified economic base (Policy LUD 3.8);
- Strive for a better balance of jobs and housing units in Mountain View (Policy LUD 3.2);
- Coordinate the location, intensity and mix of land uses with transportation resources (Policies LUD 3.1, LUD 19.1, and LUD 21.9);
- Focus public redevelopment efforts on important areas where revitalization will benefit the entire community (Policies LUD 5.1, LUD 21.2);
- Maintain the predominant low building height in Mountain View, while allowing a limited number of well-designed tall buildings in selected areas of the City (Policies LUD 9.1 and LUD 21.3); and
- Guide change in special opportunity areas to maintain the vitality of Mountain View (Policies LUD 15 through LUD 23.8).

Because the Draft General Plan would promote the major goals established in the 1992 General Plan, it would not conflict with that plan.

Zoning Ordinance. The City’s Zoning Ordinance establishes land use regulations that underlie the General Plan land use designations. The State requirement that a jurisdiction’s General Plan be consistent with its Zoning Ordinance does not apply to California’s charter cities (of which Mountain View is one), but in practice charter cities typically follow the same policy. Numerous policies in the Draft General Plan would require updates to the Zoning Ordinance such that the Zoning Ordinance would be consistent with the Draft General Plan and would allow for the land use patterns envisioned in the Draft General Plan (including dense, mixed use environments in certain change areas, increased growth along transit corridors, and expanded office and high-tech development in areas that can accommodate such growth). The governing action is Action LUD 3.2.1, which would require the Zoning Ordinance to be updated to “encourage village centers, transit-oriented development, and a flexible mix of land uses where appropriate.” Therefore, after implementation of Zoning Ordinance-related policies in the Draft General Plan, the Draft General Plan would not conflict with the Zoning Ordinance.

Mountain View Precise Plans. In general, the Draft General Plan includes policies that would encourage land use trends that are in the process of being implemented as part of already-adopted Precise Plans. These include policies that encourage increase mixed use development in the San Antonio Center and residential development in the Downtown. Several actions in the Draft General Plan would require specific updates to Precise Plans to better reflect the goals and objectives in the

Draft General Plan. These actions include: Action LUD 1.5.1. (to incorporate form-based code principles into Precise Plans); Action LUD 7.5.1 (to update the Downtown Precise Plan); Action LUD 16.2.1 (to update the North Bayshore Precise Plan); Action LUD 17.3.1 (to improve connectivity via focused changes to the North Bayshore Precise Plan); and Action LUD 23.1.1 (to update the San Antonio Center Precise Plan):

ACTION LUD 1.5.1: Form-based codes. Consider updating Zoning Ordinance sections or appropriate precise plans to include Form Based Code principles that reflect desired community form and character.

ACTION LUD 7.5.1: Downtown Precise Plan updates. Maintain and update the Downtown Precise Plan.

ACTION LUD 16.2.1: Comprehensive North Bayshore Precise Plan. Combine existing North Bayshore Precise Plans and/or zoning districts into one comprehensive and integrated Precise Plan.

ACTION LUD 17.3.1: Improve connectivity. Ensure the North Bayshore Precise Plan update addresses bicycle and pedestrian improvements, requirements and guidelines for a finer street grid of smaller blocks, improved connections as parcels redevelop, and implementation strategies.

ACTION LUD 23.1.1: San Antonio Center Precise Plan update. Update the San Antonio Center Precise Plan to respond to new development proposals and to address larger community goals for the center.

After these identified updates are implemented, the Draft General Plan would not conflict with adopted Precise Plans.

The GGRP would promote the basic policy objectives outlined above, including the protection of natural environments, the integration of land use and transportation planning, and the enhancement of alternative transportation options. Therefore, the GGRP would not conflict with the policy initiatives described above that were adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would be less than significant.

(4) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

As described in the setting section, although two properties in the City (247 North Whisman Road and 3119 Grant Road) are mapped by the State Department of Conservation as “Unique Farmland,” neither of these properties is actively farmed. No areas of the City are mapped as “Prime Farmland” or “Farmland of Statewide Importance.” The 247 North Whisman Road property is zoned Agriculture, but is designated as General Industrial in the 1992 General Plan. As part of the Draft General Plan, this property would be designated Agriculture/Open Space (A). This designation would preclude the conversion of the property from “Unique Farmland” to developed uses.

The 3119 Grant Road property is zoned Single-family, is designated Low Density Residential in the 1992 General Plan, and as of fall 2011 is being developed with 53 single-family residential units. As part of the Draft General Plan, the land use designation of the site would remain approximately the same (Single-family Residential (R1)). According to the State Department of Conservation, to be considered “Unique Farmland,” a site must have “been cropped at some time during the four years prior to the mapping date” (in this case 2010), but need not be currently farmed. Because the Draft General Plan would retain the single-family residential land use designation of the site and would not entitle development of the site (which was approved independently by the City prior to the commencement of the Draft General Plan update), the Draft General Plan would not convert the 3119 Grant Road property from “Unique Farmland” to a non-agricultural use. That conversion has already taken place and is considered part of the existing condition. The GGRP, which primarily is intended to reduce greenhouse gas emissions associated with transportation and residential, industrial, and

commercial development, would not have a direct effect on farmland and would not convert “Prime Farmland,” “Unique Farmland,” or “Farmland of Statewide Importance.”

(5) Conflict with Existing Zoning for Agricultural Use, or a Williamson Act Contract.

As described in the Setting section, the property located at 247 North Whisman Road is the sole property in the City that is under a Williamson Act contract. As part of the Draft General Plan, this property would be designated Agriculture/Open Space (A); the existing designation of the site is General Industrial. The proposed designation would preclude the conversion of the property from agricultural uses and would not conflict with the existing Williamson Act contract. Similarly, the GGRP would not directly change the zoning of land in Mountain View or otherwise conflict with a Williamson Act contract and no impact would occur.

(6) Conflict with Existing Zoning For, or Cause Rezoning of, Forest Land or Timberland. No land in the City is zoned for forestry uses, including timberland. Therefore, the Draft General Plan and GGRP would not conflict with existing zoning for, or cause rezoning of, forest land or timberland and no impact would occur.

(7) Result in the Loss or Conversion of Forest Land. As discussed in the Setting section, the City contains a very small amount of forest land, as defined by Section 12220(g), which generally occurs in existing parks and open space areas, such as the riparian zone surrounding Stevens Creek. Park and open space areas that contain forest land would be preserved as part of the Draft General Plan and no forest land would be converted to non-forestry uses by either the Draft General Plan or GGRP and no impact would occur.

(8) Involve Other Changes Resulting in Conversion of Farmland or Forest Land. The Draft General Plan and GGRP seek to encourage compact development, generally clustered around transit nodes and in already-developed areas. To the extent that the Draft General Plan and GGRP would allow for continued population and employment growth within Mountain View, the projects could reduce development pressures on the remaining agriculture and forest land in the region. Therefore, the Draft General Plan and GGRP would not involve other changes that would result in the conversion of farmland or forest land, including through indirect development pressures and this impact would be less than significant.

c. Cumulative Impacts of the Draft General Plan and GGRP. CEQA defines cumulative impacts as “two or more individual effects, which, when considered together, are considerable, or which can compound or increase other environmental impacts.” Section 15130 of the *CEQA Guidelines* requires that an EIR evaluate potential environmental impacts that are individually limited but cumulatively significant. These impacts can result from the proposed project alone, or together with other projects. Section 15355 of the *CEQA Guidelines* states: “The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.” Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

When evaluating cumulative impacts, CEQA allows the use of either a list of past, present, and probable future projects, including projects outside the control of the lead agency, or a summary of projections in an adopted planning document. This cumulative analysis uses adopted General Plans in cities

around Mountain View and the regional population and employment projections developed by the Association of Bay Area Governments (ABAG).

Expected population and employment growth in the region would result in extensive land use changes at the regional level, which is a potentially significant cumulative impact. ABAG expects that the population of the Bay Area region will grow from 7,341,700 residents in 2010 to 8,719,300 residents in 2030. During that period, the number of employed residents is expected to grow from 3,410,300 to 4,547,100. ABAG, as part of the Sustainable Communities Strategy, has identified alternative growth strategies for the region to accommodate this growth. One such strategy calls for population and employment growth to be directed to urban areas, in close proximity to regional transportation nodes and job centers. Under this “Focused Future” approach to accommodating growth, “growth is also redistributed to areas with high concentrations of jobs and transit. Increased growth is projected for downtown San Jose and at VTA and Caltrain stations in Palo Alto, Mountain View, Santa Clara, Sunnyvale and Milpitas.”¹⁰

Urban growth that would occur in Mountain View as a result of the Draft General Plan and GGRP would be generally consistent with the Focused Future strategy identified by ABAG, in that growth would be focused in five change areas that are already urbanized, are located in close proximity to transit, and can accommodate additional residential and employee populations without adversely affecting sensitive natural resources. The development of dense residential and mixed use districts in close proximity to transit nodes represents an environmentally-preferred method for accommodating a growing population and reducing sprawl. Because the Draft General Plan (and GGRP, less directly) would increase the density of Mountain View within its City limits, and would encourage transit-oriented development, they would result in a less-than-significant contribution to the potentially significant cumulative land use impacts.

¹⁰ Association of Bay Area Governments, 2008. *Projections 2009: What If?* Website: www.abag.ca.gov/rss/pdfs/whatif.pdf.

B. POPULATION, HOUSING AND EMPLOYMENT

This section describes population, housing and employment characteristics of the City of Mountain View and Santa Clara County and evaluates potential impacts associated with changes in population, housing, and employment that could result from implementation of the Draft General Plan. This section focuses on the impacts of the Draft General Plan because upon review it was determined that the GGRP would not result in potential impacts related to population, housing, and employment.

1. Setting

The following section includes a description of the housing and employment characteristics of the City and Santa Clara County, and relevant regulatory documents. This section uses data from the U.S. Census Bureau (Census), California Department of Finance, Claritas, Inc.,¹ and the Association of Bay Area Governments (ABAG).² Information from the City of Mountain View Current Conditions Report³ and Housing Element⁴ is also included.

a. Demographics. This section describes the existing demographics of Mountain View and Santa Clara County.

(1) Population. Incorporated as a City in 1902, Mountain View's population has increased approximately 40 percent during the 30-year period from 1970 to 2000.⁵ In April 2010, Mountain View had an estimated residential population of 74,066.⁶ The City has experienced moderate growth since 1990, with a population increase of approximately 10 percent. As a City with few vacant parcels for new residential development, Mountain View did not grow as rapidly as Santa Clara County or the Bay Area as a whole. As shown in Table IV.B-1, the population of the County and Bay Area has increased by approximately 19 percent since 1990.⁷

Mountain View also grew at a slower pace than the neighboring cities of Cupertino, Palo Alto, and Sunnyvale. Between 1990 and 2010, Cupertino's population increased by approximately 45 percent, while the number of residents in Palo Alto and Sunnyvale grew by approximately 15 percent and 19 percent, respectively.⁸

ABAG is an agency that forecasts changes in population, housing, employment, and other demographic characteristics in the Bay Area region. ABAG's latest forecast was published in 2009, and is excerpted in Table IV.B-2. According to ABAG, Mountain View's population is projected to grow

¹ Claritas, Inc., is a private demographic data vendor used by the City of Mountain View.

² All ABAG information in this section, unless otherwise noted, solely includes data from within the City's jurisdictional boundaries.

³ Mountain View, City of, 2009. *Current Conditions Report*. August.

⁴ Bay Area Economics, 2011. *City of Mountain View Housing Element, 2007-2014*. October.

⁵ Association of Bay Area Governments, 2010. Bay Area Census. Website: www.bayareacensus.ca.gov/cities/MountainView70.htm (accessed August 16).

⁶ California, State of, 2011. Department of Finance, *E-5 Population Estimates for Cities, Counties and the State, 2010-2011, with 2010 Benchmark*. May.

⁷ Ibid.

⁸ Association of Bay Area Governments, 2011. Bay Area Census. Website: www.bayareacensus.ca.gov/cities/cities.htm (accessed August 16).

25.7 percent between 2010 and 2035, and the number of households is expected to increase by 31.2 percent. The population of the County is expected to grow by 33.4 percent and the number of households is expected to grow by 34.7 percent between 2010 and 2035. However, the Bay Area as a whole is expected to experience a lower rate of population and household growth (23.6 percent and 23.8 percent, respectively) compared to the City and County.

Table IV.B-1: Population Trends 1990-2010^a

Area/Jurisdiction	1990	2000	2010	Percent Change 1990-2010
Mountain View	67,460	70,708	74,066	9.8%
Santa Clara County	1,497,577	1,682,585	1,781,642	19.0%
Bay Area	6,023,577	6,783,760	7,150,739	18.7%

^a 1990 and 2000 data provided by the U.S. Census. 2010 data provided by California Department of Finance.

Sources: California, State of, Department of Finance, and U.S. Census, 2011.

(2) Age Distribution. As shown in Table IV.B-3, the City has a lower proportion of children under the age of 18 years old (20 percent) than Santa Clara County (25 percent) and the Bay Area (23 percent). Because children under 18 comprise a smaller percentage of the population in Mountain View compared to the County, the City has a higher median age (38.1 years) than Santa Clara County (36.7 years). Mountain View’s percentage of residents between the ages of 25 and 44 years old (37 percent) is higher than in the County (30 percent) or region (29 percent). As shown in Figure IV.B-1, the age profiles for Mountain View, Santa Clara County, and the Bay Area follow a similar pattern from ages 45 to 85, but a higher percentage of the Mountain View population comprises the 25 to 45 age group.

Table IV.B-2: ABAG Projections, 2010-2035

	2010	2015	2020	2025	2030	2035	Total Change 2010-2035	% Change 2010-2035
Mountain View^a								
Population	72,100	76,100	80,200	84,100	87,300	90,600	18,500	25.7%
Households	32,110	34,090	36,090	38,100	40,120	42,120	10,010	31.2%
Persons Per Household	2.24	2.23	2.22	2.20	2.18	2.15	-0.09	-4.0%
Mean Household Income	\$90,700	\$94,300	\$99,100	\$104,000	\$109,900	\$116,100	\$25,400	28.0%
Santa Clara County								
Population	1,822,000	1,945,300	2,063,100	2,185,800	2,310,800	2,431,400	609,400	33.4%
Households	614,000	653,810	696,530	739,820	785,090	827,330	213,330	34.7%
Persons Per Household	2.92	2.93	2.92	2.91	2.90	2.90	-0.02	-0.68%
Mean Household Income	\$108,700	\$114,600	\$120,900	\$127,600	\$134,600	\$142,000	\$33,300	30.6%
Bay Area^b								
Population	7,341,700	7,677,500	8,018,000	8,364,900	8,719,300	9,073,700	1,732,000	23.6%
Households	2,667,340	2,784,690	2,911,000	3,039,910	3,171,940	3,302,780	635,440	23.8%
Persons Per Household	2.70	2.70	2.70	2.70	2.70	2.70	0.00	0.0%
Mean Household Income	\$102,000	\$107,600	\$113,600	\$119,800	\$126,400	\$133,400	\$31,400	30.8%

^a Data includes the area within the Mountain View Sphere of Influence.

^b The Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.

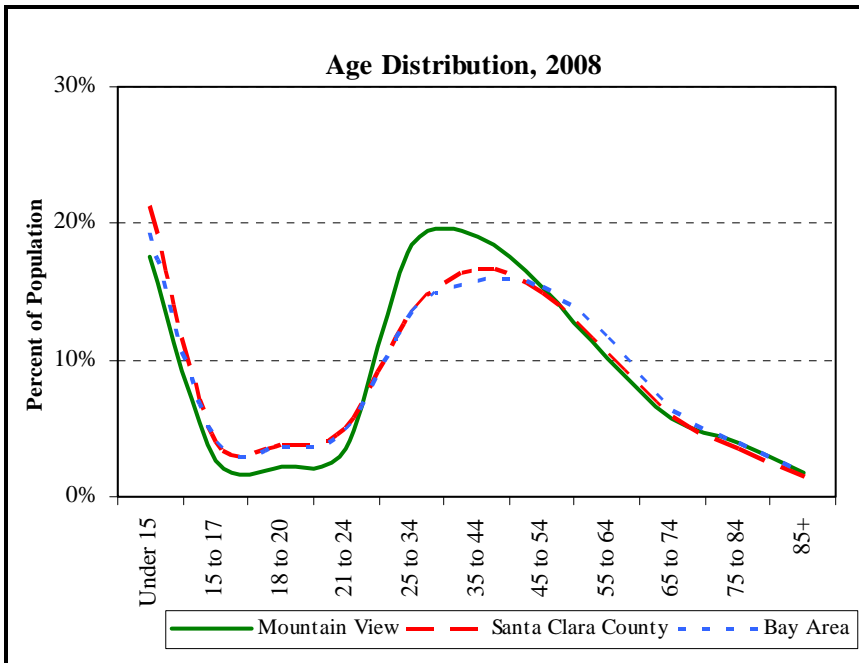
Sources: ABAG Projections, 2009.

Table IV.B-3: Age Distribution By Percentage, 2008

Age Cohort	Mountain View	Santa Clara County	Bay Area ^a
Under 15	17.5%	21.2%	19.3%
15 to 17	2.6%	3.9%	3.9%
18 to 20	2.2%	3.8%	3.7%
21 to 24	3.5%	5.0%	4.9%
25 to 34	18.4%	13.4%	13.4%
35 to 44	19.0%	16.7%	15.8%
45 to 54	15.4%	14.9%	15.4%
55 to 64	10.1%	10.4%	11.6%
65 to 74	5.7%	5.9%	6.3%
75 to 84	3.9%	3.5%	4.0%
85+	1.7%	1.4%	1.8%
Total	100.0%	100.0%	100.0%
Median Age	38.1	36.7	38.0

^a The Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
 Source: Bay Area Economics, 2011.

Figure IV.B-1: Age Distribution By Population Percentage, 2008



Source: Bay Area Economics, 2011.

(3) Household Income. According to Claritas estimates, the median household income in Mountain View in 2008 was \$81,246. Mountain View’s median household income is slightly lower

than the Santa Clara County median household income of \$85,454, but higher than the Bay Area median household income of \$74,275.⁹

Mountain View’s income levels and distribution, as well as those of the County and the Bay Area, are shown in Table IV.B-4. Average household income, expressed in constant 2005 dollars, is projected to grow by 28 percent in Mountain View, slightly lower than the projected household income growth of approximately 31 percent in the County and Bay Area.

Table IV.B-4: Household Income, 2008^a

Income Range	Mountain View		Santa Clara County		Bay Area ^b	
	Number	%	Number	%	Number	%
Less than \$15,000	2,096	6.7	37,893	6.4	208,322	8.1
\$15,000 to \$24,999	1,792	5.7	30,785	5.2	163,949	6.4
\$25,000 to \$34,999	1,821	5.8	34,517	5.8	177,443	6.9
\$35,000 to \$49,999	3,470	11.1	58,619	9.9	291,229	11.4
\$50,000 to \$74,999	5,367	17.1	99,221	16.7	450,515	17.6
\$75,000 to \$99,999	4,504	14.4	86,440	14.5	362,903	14.2
\$100,000 to \$149,999	6,115	19.5	122,222	20.6	474,017	18.5
\$150,000 to \$249,999	4,477	14.3	87,039	14.6	292,620	11.4
\$250,000 to \$499,999	1,238	3.9	25,535	4.3	89,355	3.5
\$500,000 and over	462	1.5	12,090	2.0	46,437	1.8
Total	31,342	100.0	594,361	100.0	2,556,790	100.0
Median Household Income	\$81,246		\$85,454		\$74,275	
Median Per Capita Income	\$46,644		\$37,470		\$36,322	

^a Some percentages may not total to 100 percent due to rounding.

^b The Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.

Source: Bay Area Economics, 2011.

(4) Educational Attainment. Mountain View is a highly educated community where approximately 61 percent of residents between ages 25 and 64 have a bachelor’s degree or higher degree and an additional 19.5 percent have at least some college education or an associate’s degree. This number contrasts with the overall Santa Clara County educational attainment levels, where only 44 percent of the population has a bachelor’s or higher degree and about 25 percent has some college education or an associate’s degree.

Table IV.B-5: Educational Attainment for Population 25-64 Years, 2009^a

	Mountain View	%	Santa Clara County	%
Less than high school graduate	4,680	8.6	170,875	14.3
High School graduate	5,901	10.9	195,621	16.4
Some college or associate’s degree	10,553	19.5	301,247	25.2
Bachelor’s degree or higher	33,018	61.0	525,571	44.0
Total	54,152	100.0	1,193,314	100.0

Source: U.S. Census, 2009.

⁹ As of September 2011, this information was based on the available household income data from the California Department of Finance, 2010 Census, and ABAG.

b. Housing. This section describes existing housing conditions in Mountain View and Santa Clara County.

(1) Households. According to the California Department of Finance, in April 2010 there were 31,957 households in Mountain View.^{10,11} The number of households in Mountain View increased by 6.5 percent between 1990 and 2010, while the County and Bay Area households both grew by approximately 16 percent.¹² ABAG projected 42,120 households in 2035, representing a 31.8 percent increase over a 25-year period.

Average household size is a function of the number of people living in households divided by the number of occupied housing units in a given area. The average household size for Mountain View was 2.32 persons in 2010. ABAG projects that average household sizes will continue to decrease in Mountain View by 2035, to 2.15 persons per household.¹³

The smaller household sizes in Mountain View can be attributed to the higher proportion of single-person and non-family households in the City. As shown in Table IV.B-6, single-person households comprised 34 percent of all Mountain View households in 2010, compared to just 22 percent of Santa Clara County households and 26 percent of households in the Bay Area. Mountain View is also characterized by a higher proportion of non-family households. Approximately 11 percent of households with two or more people in Mountain View were non-family households in 2010. By comparison, approximately 8 and 9 percent of households in the County and Bay Area, respectively, were non-family households. Mountain View has a higher proportion of single-person and non-family households (45 percent of the City’s total households) compared to the County and region (29 percent and 35 percent of total households, respectively). These trends also suggest that many young workers live in the City, as identified in the 2008 age distribution data and Table IV.B-2, above.

Table IV.B-6: Household Type, 2010

Household Type	Mountain View		Santa Clara County		Bay Area ^a	
	Number	% Total	Number	% Total	Number	% Total
One-Person Household	10,961	34.3	131,506	21.8	680,925	26.1
Two or More Person Household:						
Family Households ^b	17,515	54.8	426,824	70.6	1,685,972	64.6
Non-Family Household ^c	3,481	10.9	45,874	7.6	241,126	9.2
Total Households	31,957	100.0	604,204	100.0	2,608,023	99.9

^a The Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.

^b A family is a householder living with one or more individuals related by birth, marriage, or adoption.

^c A non-family household is a householder living alone or with nonrelatives only.

Source: U.S. Census, 2010.

¹⁰ The Mountain View Housing Element uses the Census Bureau’s definition of a “household” as a person or group of persons living in a housing unit, as opposed to persons living in group quarters, such as dormitories, convalescent homes, or prisons.

¹¹ California, State of, 2011. Department of Finance, op. cit.

¹² Association of Bay Area Governments, 2011, op. cit.

¹³ Bay Area Economics, 2011. *City of Mountain View Housing Element, 2007-2014*. October.

(2) **Housing Stock and Tenure.** Mountain View consists primarily of older housing stock, much of which is in good condition. Approximately 53 percent of homes in Mountain View are 40 years or older. Due in part to a strong housing market and increased demand for housing, home owners have generally invested in and maintained their properties over time.¹⁴

As reported in the 2010 Census, the number of housing units in the City grew by only 4.5 percent between 2000 and 2010, from 32,432 to 33,881 units, compared with 9 percent growth in both the County, and Bay Area.¹⁵ As shown in Table IV.B-7, Mountain View’s estimated 2008 housing stock of 33,475 units is characterized by a majority of multi-family units, and smaller percentages of single family detached homes, single family attached homes, and mobile homes. Of the multi-family units, more than 85 percent are in buildings with five or more units.

Table IV.B-7: City of Mountain View Housing Units By Type, 2000-2008

	2000		2008		% Change 2000-2008
	Number of Units	% Total	Number of Units	% Total	
Single family Detached	9,145	28.2	9,318	27.8	1.9
Single family Attached	3,700	11.4	4,038	12.1	9.1
Multi-family 2 to 4 Units	2,670	8.2	2,650	7.9	-0.7
Multi-family 5+ Units	15,686	48.4	16,238	48.5	3.5
Mobile Homes	1,231	3.8	1,231	3.7	0.0
Total	32,432	100.0	33,475	100.0	3.2

Sources: Mountain View, City of, 2009; California Department of Finance, Table E-5, 2008; and BAE, 2011.

Housing “tenure” distinguishes between owner-occupied housing units and renter-occupied units. Table IV.B-8 shows how Mountain View has a relatively low homeownership rate compared to the County and the rest of the Bay Area. The low homeownership rate may be a reflection of the City’s housing stock; in 2008 only approximately 40 percent of the housing stock consisted of single family homes. In 2010, approximately 42 percent of Mountain View households owned their homes while 58 percent of County households and 56 percent of Bay Area households were homeowners. The City’s homeownership rate has increased gradually since 1990, when 38 percent of households owned their homes. This increase coincides with a similar increase in the percentage of the single family homes.

Table IV.B-8: Household Tenure, 1990-2010

	1990	2000	2010
Mountain View			
Owner	37.8%	41.5%	41.7%
Renter	62.2%	58.5%	58.3%
Santa Clara County			
Owner	59.1%	59.8%	57.6%
Renter	40.9%	40.2%	42.4%
Bay Area^a			
Owner	56.4%	57.7%	56.2%
Renter	43.6%	42.3%	43.8%

^a The Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
 Source: U.S. Census, 1990, 2000, 2010.

¹⁴ Mountain View, City of, 2009. *Current Conditions Report*. August.

¹⁵ Association of Bay Area Governments, 2011, op. cit.

(3) **Housing Market.** Home sale prices and rent trends in the City of Mountain View reflect the City’s strong residential market. As shown in Table IV.B-9, the City has a vacancy rate of approximately 5.7 percent, which is slightly higher than the County’s vacancy rate but lower than the State’s rate.¹⁶

Table IV.B-9: Occupancy and Vacancy Status, 2010

Occupancy Status	Mountain View		Santa Clara County		California	
	Number	Percent	Number	Percent	Number	Percent
Occupied Housing Units	31,957	94.3%	604,204	95.6%	12,577,498	91.9%
Vacant Housing Units ^a	1,924	5.7%	27,716	4.4%	1,102,583	8.1%
Total	33,881	100.0%	631,920	100.0%	13,680,081	100.0%

^a Includes vacant units that are for rent or for sale, and units that are rented or sold but not occupied.
 Source: U.S. Census, 2010.

In 2008, the median sales price of an owner-occupied single family home in Mountain View was \$975,000 (which represents an increase of 53 percent over the 2000 median home price of \$637,000).¹⁷ The 2008 median sales price for a condo was \$596,000. According to the City’s Housing Element, while many other markets in California and across the country experienced falling home values during the period of 2008 to 2009, sales prices in Mountain View remained relatively strong through the first quarter of 2009. However, sales volumes have reached their lowest point since 1990. In 2008, 322 single family homes and 301 condominiums were sold in the City of Mountain View. Sales volumes for single family homes peaked with 624 sales in 1999, during the height of the “dot-com” boom, while condominium sales reached their sales peak with 685 units in 2004. Since 1990, the number of condominium sales has exceeded the number of single family home sales, which reflects the City’s concentration of multi-family homes.

Due to Mountain View’s high sales prices and monthly rents, housing remains largely unaffordable for many very low-, low-, and moderate-income households. Assuming that households spend 30 percent of gross income on mortgage payments, taxes, and insurance, the maximum sales price that a moderate-income, four-person household can afford is \$524,400. However, only 6 percent of single family homes sold between July 1, 2008 and January 20, 2009 in the City fell within this price range. While condominiums and average market rents are more affordable for moderate-income households, they remain out of reach for very low- and low-income households. These lower-income renters pay in excess of 30 percent of their incomes to compete in the current housing market.

High housing costs can force households to overpay for housing or live in overcrowded housing units. According to 2000 Census reports, in 2000, 32 percent of renters and 29 percent of homeowners were overpaying for housing in the City.¹⁸ The housing cost burden was particularly pronounced for extremely low- and very low-income households in Mountain View.¹⁹ Seventeen percent of renter households and 4 percent of owner households in the City were overcrowded. Overall, Santa Clara

¹⁶ U.S. Census, 2011. 2010 Census Redistricting Data (Public Law 94-171) Summary File, Tables P1, P2, P3, P4, H1. Website: factfinder2.census.gov (accessed April 22).

¹⁷ Bay Area Economics, 2011. *City of Mountain View Housing Element, 2007-2014*. October.

¹⁸ Ibid.

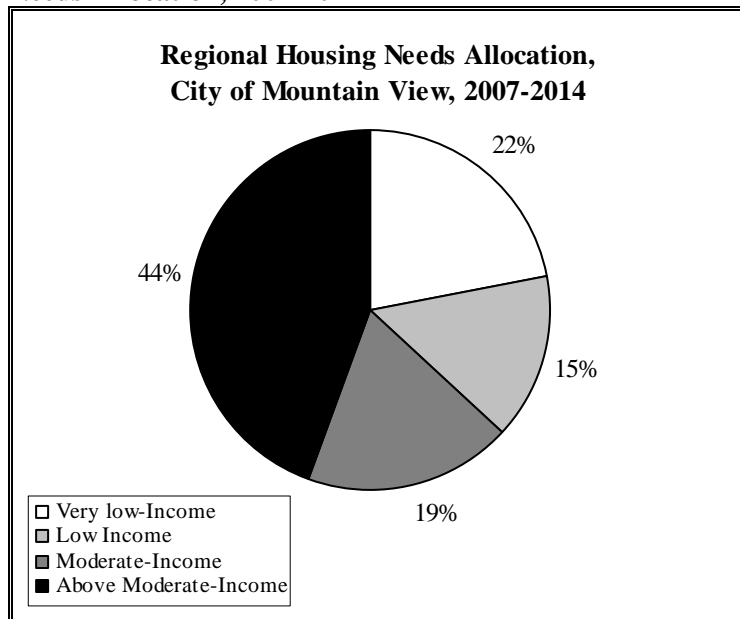
¹⁹ The U.S. Department of Housing and Urban Development defines extremely low-income households as one earning less than 30 percent of the area median income. Very-low income households are defined as one earning between zero to 50 percent of area median income.

County households experienced overpayment and overcrowding at a higher rate than Mountain View households.²⁰

(4) Regional Housing Needs. As required by State law, the Housing Element of the General Plan discusses the City’s “fair share allocation” of regional housing need by income group, as identified by ABAG. ABAG’s determination of the local share of regional housing needs takes into consideration the following factors: market demand for housing; employment opportunities; availability of suitable sites and public facilities; commuting patterns; type and tenure of housing need; loss of units contained in assisted housing development that changed to non-low-income use; and special needs housing requirements. The Mountain View Housing Element was adopted by the City Council in October 2011.

In May 2008, ABAG adopted the Final Regional Housing Needs Allocation (RHNA) for the years 2007-2014.²¹ Mountain View’s RHNA for the period of 2007-2014 planning period is 2,599 additional units.²² The RHNA is allocated by household income category: very low-, low-, moderate-, and above moderate-income. As shown in Figure IV.B.2, for Mountain View, the RHNA identified 571 units for very low-income households; 388 units for low-income households; 488 units for moderate-income households; and 1,152 units for above moderate-income households. Between 2007 and 2008, 476 residential building permits were issued. In addition, the City estimates that as of October 2011, 1,126 new units are in the development pipeline.²³ Of the 1,126 units, 51 units are for very low-income households, 7 units are for low income households, 627 units are for moderate-income households, and 441 units are for above moderate-income households.²⁴

Figure IV.B-2: City of Mountain View Regional Housing Needs Allocation, 2007-2014



Source: Bay Area Economics, 2011.

²⁰ Mountain View, City of, 2009. *Current Conditions Report*. August.

²¹ Association of Bay Area Governments, 2008. *San Francisco Bay Area Housing Needs Plan 2007-2014*. June.

²² Mountain View, City of, 2009, op. cit.

²³ Mountain View, City of, 2011. Community Development Department. Planning Division. Personal communication with LSA Associates, Inc. October 18.

²⁴ Ibid.

c. Employment. Two types of employment data are described below: 1) total jobs – which indicate the number of jobs within the community; and 2) employed residents – which indicate the number of residents of working age in the community who actively participate in the civilian labor force. A comparison of this data can provide an indication of commute patterns in a community (i.e., whether significant out-commuting or in-commuting occurs), although the comparison is more useful on a sub-regional basis in regards to regional commuting patterns.

The civilian labor force includes: 1) those who are employed (except in the armed forces); and 2) those who are unemployed but actively seeking employment. Those who have never held a job, who have stopped looking for work, or who have been unemployed for a long period of time are not considered to be in the labor force. According to the California Employment Development Department, as of June 2011 an estimated 41,700 persons²⁵ in Mountain View (56 percent of the total 2010 City population) were in the labor force.²⁶

(1) Jobs. As shown in Table IV.B-10, the number of jobs in Mountain View grew by approximately 19 percent between 2003 and 2008, which is more than three times the growth in jobs for Santa Clara County as a whole. Mountain View added over 9,000 jobs in the five-year period. In 2008, there were a total of 56,228 jobs in the City.

Employment in Mountain View is concentrated in the information sector and the professional, scientific, and technical services sector, each representing 20 percent of the City's jobs. The information sector, which includes services such as internet publishing and web search portals, has grown substantially since 2003, with a 294 percent increase in jobs. Much of the growth in this sector can be attributed to the growth of companies like Google, Inc., one of Mountain View's largest employers. The manufacturing industry, which decreased by 9 percent in terms of number of jobs, and the health care and social assistance industry also have a large presence in Mountain View. These sectors each represent 10 percent of the City's employment. Between 2003 and 2008, employment in the health care and social assistance industries increased by 39 percent.

(2) Employment and Unemployment. Employment and unemployment data for 2000 and 2010 are shown in Table IV.B-11. According to data from the California Employment Development Department, Mountain View's labor force decreased by 7.5 percent since 2000, while the labor force in the County experienced a smaller reduction of 6 percent. The decline in the civilian labor force can be largely attributed to the national recession ongoing as of 2011. For June 2011, the data from the California Employment Development Department, reported 38,500 employed Mountain View residents, 3,200 unemployed residents and an unemployment rate of 7.7 percent. For the same time period, the County had a total of 785,600 employed residents and a total of 90,200 unemployed residents (10.3 percent unemployment rate), while the Bay Area had a total of 3.2 million employed residents and a total of 369,300 unemployed residents (10.2 percent unemployment rate).²⁷ As mentioned, due to recent unfavorable economic conditions, unemployment rates throughout

²⁵ Data is not seasonally adjusted.

²⁶ California, State of, 2011. Employment Development Department, Labor Market Information Division. *Monthly Labor Force Data for Cities and Census Designated Places (CDP), June 2011-Preliminary*. Website: www.labormarketinfo.edd.ca.gov (accessed August 17).

²⁷ Ibid.

California have increased by over 200 percent since 2000. All Bay Area unemployment rates are lower than the State rate of 12.1 percent.²⁸

Table IV.B-10: Jobs by Sector, First Quarter, 2003-2008^a

Industry Sector	Mountain View					Santa Clara County				
	2003		2008		% Change 2003-2008	2003		2008		% Change 2003-2008
	Jobs	% Total	Jobs	% Total		Jobs	% Total	Jobs	% Total	
Agriculture, Forestry, Fishing, Hunting	60	0.1	24	0.0	-59.7	3,848	0.4	3,228	0.4	-16.1
Mining ^b	0	0.0	0	0.0	0.0	151	0.0	253	0.0	67.5
Construction	1,762	3.7	1,845	3.3	4.7	38,001	4.4	42,948	4.7	13.0
Manufacturing	6,967	14.8	5,697	10.1	-18.2	180,585	21.1	164,700	18.2	-8.8
Utilities ^b	0	0.0	0	0.0	0.0	1,453	0.2	1,807	0.2	24.4
Wholesale Trade	2,840	6.0	3,569	6.3	25.7	34,799	4.1	40,174	4.4	15.4
Retail Trade	4,822	10.2	4,406	7.8	-8.6	81,090	9.5	82,989	9.2	2.3
Transportation and Warehousing	135	0.3	98	0.2	-27.2	12,899	1.5	11,016	1.2	-14.6
Information	2,911	6.2	11,454	20.4	293.5	32,388	3.8	41,080	4.5	26.8
Finance and Insurance	571	1.2	739	1.3	29.5	19,525	2.3	20,538	2.3	5.2
Real Estate and Rental and Leasing	750	1.6	600	1.1	-20.0	14,710	1.7	15,078	1.7	2.5
Professional, Scientific, and Technical Services	13,026	27.6	11,195	19.9	-14.1	102,119	11.9	113,512	12.5	11.2
Management of Companies and Enterprises	503	1.1	276	0.5	-45.0	15,920	1.9	9,763	1.1	-38.7
Administrative and Waste Services	1,958	4.2	2,530	4.5	29.2	46,899	5.5	54,342	6.0	15.9
Educational Services	412	0.9	718	1.3	74.3	22,993	2.7	28,605	3.2	24.4
Health Care and Social Assistance	4,185	8.9	5,805	10.3	38.7	65,479	7.6	73,177	8.1	11.8
Arts, Entertainment, and Recreation	333	0.7	419	0.7	25.6	8,667	1.0	9,642	1.1	11.2
Accommodation and Food Services	2,756	5.8	3,273	5.8	18.7	56,481	6.6	63,967	7.1	13.3
Other Services, Except Public Administration	1,223	2.6	1,622	2.9	32.6	25,162	2.9	31,815	3.5	26.4
Unclassified	2	0.0	105	0.2	5,133.3	114	0.0	2,864	0.3	2,412.3
Government ^c	1,970	4.2	1,853	3.3	-5.9	94,595	11.0	94,150	10.4	-0.5
Total	47,185	100.0	56,228	100.0	19.2	857,878	100.0	905,648	100.0	5.6

^a Includes all wage and salary employment covered by unemployment insurance. The numbers of jobs are from the Quarter 1 period of each respective year. Some percentages may not total to 100 percent due to rounding.

^b There was no employment in either the Mining or Utilities sectors within the City of Mountain View.

^c Government employment includes workers in all sectors, not just public administration. For example, public school staff are in the Government category.

Sources: California Employment Development Department, 2009; BAE, 2011.

²⁸ California, State of, 2011. Employment Development Department, *Unemployment Rate and Labor Force*. Website: www.labormarketinfo.edd.ca.gov/?pageid=1006 (accessed August 17).

Table IV.B-11: Employment and Unemployment

Labor Force Data ^a	Year 2000	Year 2010 ^c	% Change 2000 - 2010
Mountain View			
Civilian Labor Force	45,400	41,600	-8.4 %
Civilian Employment	44,400	38,100	-14.2 %
Civilian Unemployment	1,000	3,500	250.0 %
Civilian Unemployment Rate	2.2%	8.3%	277.3 %
Santa Clara County			
Civilian Labor Force	940,700	874,300	-7.1 %
Civilian Employment	911,600	776,900	-14.8 %
Civilian Unemployment	29,200	97,400	233.6 %
Civilian Unemployment Rate	3.1%	11.1%	258.1 %
Bay Area^b			
Civilian Labor Force	3,735,700	3,657,600	-2.1 %
Civilian Employment	3,609,700	3,268,700	-9.5 %
Civilian Unemployment	125,600	388,900	209.6 %
Civilian Unemployment Rate	3.4%	10.6%	211.8 %

^a Civilian Labor Force is the sum of civilian employment and civilian unemployment. It refers to workers based upon place of residence – where people live regardless of where they work.

^b The Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.

^c Annual Average 2010 data is not seasonally adjusted.

Source: California Employment Development Department; LSA Associates, Inc., 2010.

(3) Employment Projections. Job growth is expected to continue to outpace population and household growth in Mountain View, compounding the “jobs rich” nature of the City. As shown in Table IV.B-12, ABAG projects that Mountain View will add 20,480 jobs between 2010 and 2035, resulting in a 39.4 percent increase in jobs. Total jobs are projected to increase from 51,990 in 2010 to 72,470 in 2035. Total jobs in Santa Clara County and the Bay Area are projected to increase by 55.9 percent and 46.9 percent between the periods of 2010 to 2035, respectively.²⁹

Table IV.B-12: Employment Projections, 2010-2035

	2010	2015	2020	2025	2030	2035	Total Change 2010-2035	% Change 2010-2035
Mountain View ^a	51,990	52,510	53,650	58,890	65,310	72,470	20,480	39.4
Santa Clara County	906,270	981,230	1,071,980	1,177,520	1,292,490	1,412,620	506,350	55.9
Bay Area ^b	3,475,840	3,734,590	4,040,690	4,379,900	4,738,730	5,107,390	1,631,550	46.9

^a Data reported for the Mountain View jurisdictional boundary.

^b The Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.

Source: ABAG Projections, 2009.

(4) Commute Patterns. As shown in Table IV.B-13, approximately 85 percent of Mountain View-based employees commuted into the City from other places for work in 2000³⁰, meaning that

²⁹ Association of Bay Area Governments, 2009. *Building Momentum: San Francisco Bay Area Population, Household, and Job Forecasts.*

³⁰ The data was obtained from the 2000 Census Transportation Planning Package (CTPP) and is the most recent data currently available. New CTPP data is expected to be available in early 2013.

only 15 percent of local workers lived in the City. Over 23 percent of Mountain View workers lived in San Jose and 10 percent lived in Sunnyvale. The level of in-commuting in Mountain View is comparable to other jobs-rich cities in Silicon Valley. For example, 83 percent of Sunnyvale employees and 87 percent of Cupertino employees commute in for work according to the 2000 U.S. Census.

Table IV.B-13: Mountain View Commute Patterns, 2000^a

Mountain View Residents, Place of Work	Number	Percent (%)	Mountain View Workers, Place of Residence	Number	Percent (%)
<i>Mountain View</i>	9,035	22.4	<i>Mountain View</i>	9,035	15.2
San Jose	5,765	14.3	San Jose	13,880	23.4
Palo Alto	5,555	13.8	Sunnyvale	6,185	10.4
Sunnyvale	3,625	9.0	Santa Clara	2,865	4.8
Santa Clara	2,955	7.3	Fremont	2,235	3.8
Stanford University	1,485	3.7	Palo Alto	2,140	3.6
Redwood City	1,360	3.4	San Francisco	1,895	3.2
Other Bay Area ^b	9,087	22.6	Other Bay Area ^a	17,303	29.2
Other Places in CA ^c	1,328	3.3	Other Places in CA ^b	3,314	5.6
Out of State ^d	81	0.2	Out of State ^c	426	0.7
Total	40,276	100.0	Total	59,278	100.0
Mountain View Residents Out-Commuting	31,241	77.6	Mountain View Workers In-Commuting	50,243	84.8

^a Data is from the 2000 Census Transportation Planning Package (CTPP) and is the most recent data currently available. New CTPP data is expected to be available in early 2013.

^b Other Bay Area includes other areas in Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties that are not specifically listed.

^c Other Places in CA include unincorporated areas within California.

^d Out of State includes Census Designated Places (CDPs) which cannot be broken down into localities.

Source: BAE, 2011. U.S. Census, 2000.

(5) Employed Residents. As shown in Table IV.B-11, in 2010, there were 38,600 employed residents in Mountain View. Unemployed residents are not counted as employed residents, even if they are actively seeking employment. ABAG projects that the number of employed residents in the City will increase to 57,800 in 2035. This increase represents an approximate 55.5 percent increase from 2010 to 2035, which is approximately the same as the County-wide increase of 53.5 percent expected during the same time period. The number of employed residents in the County is expected to increase from 815,800 in 2010 to 1,252,500 in 2035.³¹

d. Jobs-to-Housing Balance. The jobs-to-housing units ratio is used to determine whether a community has an adequate number of jobs available to provide employment for all the residents within the community seeking employment. The jobs-to-housing units ratio can be useful in understanding the interconnections among housing affordability, traffic flows and congestion, and air quality within a community and its larger region. However, the jobs-to-housing units ratio is best analyzed at the sub-regional or regional level due to tendency of people to commute to jobs outside of their community.

³¹ Association of Bay Area Governments, 2009. *Building Momentum: San Francisco Bay Area Population, Household, and Job Forecasts.*

(1) **Methodology.** Typically, the term “jobs-to-housing units balance” is used to refer to a relationship between jobs and housing units within a community. A jobs-to-housing units ratio of 1.5 takes into account residents who do not participate in the labor force (e.g., those who are retired, disabled, or students). The 1.5 jobs-to-housing units ratio suggests a community has an adequate number of jobs to meet the demand for employment by its residents, and therefore is in balance.

A more helpful indicator of balance, however, is the relationship between the number of jobs provided to the number of employed residents. An ideal jobs-to-employed residents ratio is 1.0, which suggests that every resident seeking a job can ostensibly find one within the community.

A “jobs-to-employed residents ratio” greater than 1.0 indicates that the community provides more jobs than it has residents seeking jobs. In this situation, the community is likely to experience traffic congestion associated with people coming to jobs from outside the area, as well as intensified pressure for additional residential development to house the labor force. Conversely, a jobs-to-employed residents ratio of less than 1.0 indicates that a community has fewer jobs than employed residents demanding employment, indicating many residents would need to commute outside of the community (i.e., out-commute) for employment. The resulting commuting patterns can lead to traffic congestion and adverse effects on both local and regional air quality.

One of the shortcomings of this ratio method is that it does not account for regional in- or out-commuting due to job/labor mismatches or housing affordability issues. Even if a community has a numerical balance between jobs and housing/employed residents, sizeable levels of in- and out-commuting are still possible, especially where employment opportunities do not match local skills and educational characteristics of the local labor force. In such instances, regional commuting tends to occur. For example, a numerically balanced community may have high housing costs and low-wage jobs, thus encouraging its residents to out-commute for their high wage jobs, and its workers to in-commute from places outside the community, where housing costs are affordable in relation to their low wage incomes. This condition is often referred to as a jobs-to-housing *mismatch*. A jobs-to-housing match occurs when the types of jobs provided in a community “match” the income needs of the employed workers within the community.

(2) **Jobs-to-Housing Units Ratio.** The historic and projected jobs-to-housing units ratios for Mountain View and Santa Clara County for the period of 2010-2035 is shown in Table IV.B-14. In 2015, the City’s jobs-to-housing units ratio is expected to be 1.67, and ABAG projects the City’s ratio to increase to 1.69 in 2025 and 1.87 in 2035, reinforcing the existing “jobs rich” environment. Santa Clara County’s jobs-to-housing units ratio was estimated to be 1.5 in 2015, indicating a more balanced mix of jobs and housing than the City. The County’s jobs-to-housing units ratio is expected to increase to 1.59 in 2025 and 1.71 in 2035.

Table IV.B-14: Housing and Employment Data – City of Mountain View and Santa Clara County

	2010		2015		2020		2025		2030		2035	
	City	County	City	County	City	County	City	County	City	County	City	County
Total Jobs	56,300	906,270	57,380	981,230	53,650	1,071,980	64,890	1,177,520	65,310	1,292,490	79,300	1,412,620
Employed Residents	37,180	815,800	41,410	899,900	45,450	985,400	49,610	1,074,500	53,630	1,164,500	57,800	1,252,500
Housing Units	32,440	614,000	34,440	653,810	36,460	696,530	38,480	739,820	40,500	785,090	42,500	827,330
Jobs-to-Housing Units Ratio (Ideal is 1.5)	1.74	1.48	1.67	1.50	1.47	1.54	1.69	1.59	1.61	1.65	1.87	1.71
Jobs-to-Employed Residents Ratio (Ideal is 1)	1.51	1.11	1.39	1.09	1.18	1.09	1.31	1.10	1.22	1.11	1.37	1.13

Note: Data shown for Mountain View includes the City’s sphere of influence

Source: ABAG, 2009. *Projections 2009*; LSA Associates, Inc., 2010.

(3) Jobs-to-Employed Residents Ratio. According to ABAG, the City had many more jobs than employed residents in 2010, indicating a high level of in-commuting. The City’s existing and projected jobs/employed residents ratios, from 2010 to 2035, are shown in Table IV.B-14. The City’s 2010 jobs-to-employed residents ratio is 1.51. Santa Clara County’s 2010 jobs-to-employed resident ratio is 1.11, indicating a slightly more balanced mix of jobs and employed residents than the City. By 2035, the jobs-to-employed residents ratio for the City is projected to be 1.37. Overall, the City’s ratio is projected to decrease over the next three decades, thus becoming more balanced. Santa Clara County’s jobs-to-employed residents ratio is projected to slightly increase from 1.11 in 2010 to 1.13 in 2035.

e. Regulatory Setting. The following identifies State and local regulations associated with this topic.

(1) Senate Bill 375. Senate Bill 375 (SB 375) requires the California Air Resources Board to develop regional greenhouse gas emissions reduction targets and prompts the creation of regional plans to reduce emissions from vehicle use. Each of the State’s 18 Metropolitan Planning Organizations is required to adopt a Sustainable Communities Strategy that integrates land use, housing, and transportation planning. RHNA numbers must conform to each Sustainable Communities Strategy. Thus a likely outcome of SB 375 is that additional housing would be clustered around transit hubs. SB 375 also requires that each jurisdiction’s Housing Element be updated every 8 years. In addition, SB 375 requires that rezonings that derive from the Housing Element be accomplished within 3 years of adoption of the Housing Element, and that minimum density and development standards for each rezoned area be identified.

(2) City of Mountain View Below-Market Rate Program and Housing Impact Fee Ordinance. The City of Mountain View Below-Market Rate (BMR) Program is intended to increase the City’s supply of affordable housing. The BMR Program and associated Administrative Guidelines require developers to set aside 10 percent of all new for sale housing units for low and moderate income households or pay an in-lieu fee instead of providing units on-site. Collected in-lieu fees are

used to build new affordable housing in the City or support other affordable housing programs. BMR ownership housing is targeted to households earning between 80 percent and 100 percent of the median household income. BMR rental housing is targeted to low income households earning between 50 percent and 80 percent of the median household income. The City's Housing Impact Fee Ordinance supports the BMR Program by collecting fees (per square foot) for new non-residential development. These fees are used for housing projects and programs for low and moderate income households.

2. Impacts and Mitigation Measures

This section discusses potential impacts to population, housing and employment that could result from implementation of the Draft General Plan. As previously described, this section focuses on the Draft General Plan because upon review it was determined that the GGRP would not result in potential impacts related to population, employment, and housing. The section begins with the significance criteria, which establish the thresholds used to determine whether an impact is significant. The latter part of this section evaluates the Draft General Plan and identifies mitigation measures, as necessary.

a. Criteria of Significance. The Draft General Plan would have a significant impact related to population, housing and employment if it would:

- (1) **Induce substantial population growth** in an area, either directly (i.e., by proposing new homes and businesses) or indirectly (i.e., through extension of roads or other infrastructure);
- (2) **Displace** substantial numbers of **existing housing**, necessitating the construction of replacement housing elsewhere;
- (3) **Create a substantial imbalance between employed residents and jobs**; or
- (4) Cumulatively **exceed ABAG's 2035 growth projections** for population or housing units in Mountain View.

b. Impacts Analysis. The following discussion describes potential impacts on population, housing and employment associated with implementation of the Draft General Plan.

(1) **Induce Substantial Population Growth.** The Draft General Plan is projected to directly increase the population of the City by 14,710 persons, from 73,860 to 88,570 persons by 2030. This population growth would occur primarily due to the construction of new housing in the City. The development of new housing units throughout the City would be supported and promoted by Draft General Plan policies, which encourage the development of mixed uses, affordable housing (including senior housing), and transit-oriented development (including high-density residential uses clustered around train stations). In particular, Policy LUD 3.5 and Actions LUD 3.5.1 and LUD 3.5.2 encourage residential developments to serve the City's diverse households and incomes, and support implementation of the City's Housing Element. Draft General Plan policies LUD 3.1 and 3.2, and Housing Element Policy 1-D, support higher land use intensities and densities near public transit service and along major commute corridors, and encourage a flexible mix of land uses where appropriate (including residential uses). The policies and actions identified above follow:

Land Use and Design

Land Use Mix, Distribution, and Intensity

POLICY LUD 3.1: **Land use and transportation.** Focus higher land use intensities and densities within ½ mile of public transit service and along major commute corridors.

POLICY LUD 3.2: **Mix of land uses.** Encourage a mix of land uses, housing types, retail and public amenities, and public neighborhood open spaces accessible to the community.

POLICY LUD 3.5: **Diversity.** Encourage residential developments serving a range of diverse households and incomes.

ACTION LUD 3.5.1: **Senior housing definitions and standards.** Establish new definitions and development standards in the Zoning Ordinance for a continuum of senior care facilities, such as a senior residential community, life care facility, hospice, or assisted living facility.

ACTION LUD 3.5.2: **Diverse households.** Support affordable housing development to serve a range of household types and incomes through strategies identified in the City's Housing Element (Goals, Policies, and Implementation Programs).

Housing Element³²

POLICY 1-D: Provide higher density housing near transit, in the Downtown, near employment centers, and within walking distance of services.

The projected 2030 population of 88,750 reflects an estimated 19.9 percent increase in population by 2030. This population growth is approximately 1.3 percent lower than ABAG's projections of 21.1 percent growth between 2010 and 2030.³³ Therefore, the direct population growth projected to occur as a result of implementation of the Draft General Plan would not be substantially inconsistent with the population projections of ABAG or other regional planning agencies and organizations, and implementation of the Draft General Plan would not substantially and directly induce population growth resulting in a less-than-significant impact.

In addition, the direct population growth that could occur as a result of the Draft General Plan would not be considered substantial or adverse, based on the developed nature of the City and the proximity of Mountain View to employment centers and transit infrastructure. Under the Draft General Plan, population growth would be clustered in the City's change areas, which are locations in Mountain View where a significant amount of land use change and development is expected to occur with implementation of the Draft General Plan as described in Section IV.A, Land Use and Planning Policy, in this Draft EIR. With the Draft General Plan's support for transit-oriented development, population growth would also be focused along transit corridors, and would primarily occur as intensification of uses and infill. The increased densities, intensities, and mixed uses promoted by Draft

³² As previously noted, the Housing Element for the City of Mountain View was adopted in October 2011. The Draft General Plan was prepared in tandem with the Housing Element. The City worked to ensure consistency between the Draft General Plan and the Housing Element, and as a result, the values expressed in the Housing Element – affordability, preservation of the existing housing stock and neighborhoods, environmentally sensitive and efficient development patterns, provision of a broad range of housing types – are also reflected in the Draft General Plan. The Draft General Plan will reference and build upon the goals, policies, and programs outlined in the Housing Element, to ensure consistency between all parts of the Plan.

³³ Association of Bay Area Governments, 2009. *Building Momentum: San Francisco Bay Area Population, Household, and Job Forecasts.*

General Plan policies are considered to be a sustainable way to accommodate local and regional population growth. Anticipated benefits that could result from these policies include: improving accessibility to retail and public amenities; increasing the efficiency of public transit; utilizing undeveloped land more efficiently; minimizing the costs and impacts associated with the expansion of public services, utilities, and infrastructure; and creating centers for activity and multi-modal environments.

Policy LUD 15.2 encourages and supports residential development along the North Shoreline Boulevard corridor in the North Bayshore change area, and Policy LUD 19.1, encourages greater land use intensity and transit-oriented developments within a ½ mile of light rail stations, in the East Whisman change area. Policies LUD 21.1 and LUD 21.2, encourage the redevelopment of properties along El Camino Real, and more intensive development in key locations based on factors such as lot size, surrounding land uses, proximity to transit facilities, and opportunities to improve sites. Policy LUD 22.2 encourages higher density residential uses near transit stations in the San Antonio change area, and Policies LUD 20.3 and LUD 20.4 encourages a diverse mix of land uses and supports the assembly of parcels to spur new development projects in the Moffett Boulevard change area. The policies identified above follow:

Land Use and Design

Change Area: North Bayshore

POLICY LUD 15.2: Residential land use support. Encourage and support residential development along the North Shoreline Boulevard corridor and other areas identified in the General Plan Land Use Map.

Change Area: East Whisman

POLICY LUD 19.1: Land use and transportation. Encourage greater land use intensity and transit-oriented developments within a ½ mile of area light rail transit stations.

Change Area: Moffett Boulevard

POLICY LUD 20.3: Diverse land use mix. Encourage a diverse mix of land uses.

POLICY LUD 20.4: Parcel assembly. Support the assembly of parcels to spur new development projects.

Change Area: El Camino Real

POLICY LUD 21.1: Encourage redevelopment. Encourage private properties along El Camino Real to be redeveloped and enhanced.

POLICY LUD 21.2: Focused intensive development. Allow more intensive development in key locations based on factors such as lot size, character of surrounding land uses, proximity to transit facilities, and opportunities to improve a site.

Change Area: San Antonio

POLICY LUD 22.2: Higher density residential near transit. Encourage higher density residential uses near Bus Rapid Transit and Caltrain transit stations.

Implementation of the Draft General Plan would increase the amount of commercial and service uses, and indirect population growth would be induced by development of land uses. An increase of approximately 21,760 jobs is projected to occur by 2030 under the Draft General Plan. This increased

workforce reflects a 36 percent increase in jobs by 2030. The increase in jobs in the City could cause people to move to Mountain View or surrounding communities; however, many of the new jobs would likely be occupied by those already residing in the surrounding regional area, and as a result, the increase in jobs is not likely to result in a substantial number of people moving into Mountain View.

The improvement and expansion of utilities and services associated with aging infrastructure and new developments would occur under the Draft General Plan. Because new development would occur mostly in the change areas and within City limits, the development of new utility and transportation infrastructure would not indirectly induce unanticipated population growth. Therefore, implementation of the Draft General Plan would not substantially and indirectly induce population growth and the impact would be less than significant. No additional mitigation is required.

(2) **Displace Existing Housing.** The projected increase in the number of housing units within the City by 2030 is 8,970 units, a 27 percent increase from the existing 33,270 units to 42,240 units. New housing units would generally be clustered in change areas and along transit corridors. The expected growth in housing units is slightly higher than that projected by ABAG. ABAG projected the number of housing units in Mountain View to increase by 25 percent between 2010 and 2030.

Because most of Mountain View has been developed, the Draft General Plan focuses on redeveloping existing land and the conversion of residential uses to non-residential uses is unlikely. Future housing in Mountain View would also be primarily multi-family building types, and focused in the El Camino Real, San Antonio, and North Bayshore change areas. However, a diversity of housing types would be supported under the Draft General Plan and Housing Element per Policy LUD 3.2 and Housing Element Policy 1-C. As described above, the proposed land use changes anticipated as part of the Draft General Plan, supports the development of increased densities and intensities of mixed uses (housing and commercial development in the same area), affordable housing, and transit-oriented development (clustering of homes near transit stations). The introduction of new land use designations that would allow a broad and flexible mix of land uses would support both residential and commercial growth, and would provide a wider range of housing choices to complement the City's existing range of residential densities. Additionally, policies LUD 10.3 and LUD 10.4 encourage flexible building design to enable future re-use of building and retrofits of existing buildings. As such, implementation of the Draft General Plan would not directly impact the existing housing stock and the impact to housing would be less than significant. The policies identified above and not previously listed follow:

Land Use and Design

Sustainable Building Design and Development

POLICY LUD 10.3: Flexible building design. Encourage flexible building design to enable future re-use of buildings.

POLICY LUD 10.4: Building retrofitting. Encourage retrofits of existing buildings, where cost effective, to meet community sustainability goals.

Housing Element

Policy 1-C: Encourage a mix of housing types, at a range of densities, that serves a diverse population, including units serving both young and mature families, singles, young professionals, single parent households, seniors, and both first-time and move-up buyers.

The projected increase in residential units under the Draft General Plan (8,970 units) would more than offset potential impacts related to the minimal amount of potential displacement of housing units or people that might result from implementation of the Draft General Plan. While the potential loss of existing units and the construction of new units may not occur within the same time period, the existing supply of units (for rent or purchase) is expected to be adequate to accommodate the temporary increase in demand for housing resulting from any short-term loss of units. Policy LUD 3.5 and Action items LUD 3.5.1 and LUD 3.5.2 encourage residential developments serving a range of diverse households and incomes, and to support senior and affordable housing development through strategies identified in the goals, policies, and implementation programs of the City's Housing Element. Policies in the Housing Element (Policy 1-E, 2-A, and Implementation Programs, 1-1 through 1-7) identify programs and encourage development intended to increase the supply of rental units that are affordable for all income levels. Therefore, the Draft General Plan would have a less-than-significant impact and would not displace a substantial number of existing housing units and people, and would not necessitate the construction of replacement housing elsewhere. The policies and actions identified above and not previously listed follow:

Housing Element

Policy 1-E: Support the development of both rental and ownership housing serving a broad range of incomes, particularly extremely low-, very low-, and low-income households.

Implementation Program 1-1: **Below-Market-Rate Program.** Continue to implement the Below-Market-Rate (BMR) program in which new housing developments over a certain unit count provide at least 10 percent of their units to low- and moderate-income households or pay fees in lieu of the housing units. Use BMR in lieu fees to support the development of new subsidized housing serving lower-income households.

Implementation Program 1-2: **Housing Impact Fee.** Continue to implement the Housing Impact Fee ordinance to facilitate collection of funds for subsidized housing serving lower-income households.

Implementation Program 1-3: **Financial Support for Subsidized Housing.** Continue to provide financial support to local subsidized housing developments using public funds such as BMR In-Lieu Fees, Housing Impact Fees, Revitalization District funds, and contributions to the Santa Clara County Housing Trust Fund. In addition, use the housing set-aside funds from the Revitalization District in a timely and fiscally responsible manner to support the development of subsidized housing in Mountain View.

Implementation Program 1-4: **Focus on Lower-Income Segments.** Allocate most of the City's affordable housing funds for households earning less than 80 percent of the County median income, with an emphasis on very-low and extremely low-income households.

Implementation Program 1-5: **Partnerships with Subsidized Housing Developers.** Collaborate with subsidized housing developers to optimize their eligibility for financing under various federal, State, County and private programs, such as CDBG, the Low Income Housing Tax Credit program, the Santa Clara County Housing Trust Fund, the Sobrato Family Trust, and others.

Implementation Program 1-6: **Low- and Moderate-Income Subsidized Ownership Housing.** Work with developers of subsidized ownership housing to promote ownership opportunities for low and moderate income households.

Implementation Program 1-7: **Update Residential Densities in General Plan.** Use the General Plan Update as an opportunity to target key sites near transit and existing services for higher-density development that allows housing and/or mixed use. Some of the target areas include San Antonio, El Camino Real, Moffett Boulevard and Old Middlefield.

Policy 2-A: Assist extremely low-, very low-, low-, and moderate-income households in renting or purchasing a home in Mountain View.

Implementation of the Draft General Plan policies would also not hinder achieving the City's RHNA goal of 2,599 units for the 2007-2014 period. The RHNA for the 2007-2014 period income categories include the following: 571 units for very low-income households; 388 units for low income households; 488 units for moderate-income households; and 1,152 units for above moderate-income households. The City has the Below-Market Rate (BMR) Program in place to support the development of affordable housing, in addition to the Housing Impact Fee ordinance, which collects funds for affordable housing. The City's BMR Housing Ordinance and BMR Housing Administrative Guidelines require that developers set aside 10 percent of all new ownership housing units for low and moderate income households or pay an in-lieu fee instead of providing the units. In-lieu fees are used to build new affordable housing in Mountain View or support other affordable housing programs.

As discussed in the Housing Element, the City may count housing units constructed, approved, or proposed since January 1, 2007, toward satisfying its RHNA goals for the 2007-2014 planning period. The City issued building permits for 377 units in 2007 and 99 units in 2008, for a total of 476 units. In addition, the City has a total of 892 units in the development pipeline that have approved planning entitlements, are in the building permit review phase, are under construction, or have been completed. The Housing Element identifies a series of sites that would accommodate the remaining RHNA numbers. Therefore, the City would meet its RHNA requirement (with the support of policies in the Draft General Plan, the City's BMR Program, and the Housing Impact Fee Ordinance) and no significant impact would result.

(3) Create a Substantial Employed Residents/Jobs Imbalance. Future job growth in the City is expected to be concentrated in the information sector and the professional, scientific, and technical service sector. The Draft General Plan includes land use designations supporting higher intensity office and research and development uses where these types of jobs would be located, particularly in the North Bayshore and East Whisman change areas.

Implementation of the Draft General Plan is projected to result in 21,760 new jobs citywide, which would increase the total number of jobs from 60,460 to 82,230 by the year 2030. As shown in Table IV.B-15, estimated growth under the Draft General Plan would result in jobs/housing and jobs/employed residents ratios of 1.9 and 1.7, respectively. These ratios represent a slight increase from 2009 and would continue a trend where job growth outpaces population growth in Mountain View.³⁴ The regional jobs/housing and jobs/employed residents ratios would be comparatively more balanced. According to ABAG (see Table IV.B-14), the jobs/housing ratio for Santa Clara County would be 1.65 in 2030. The jobs/employed residents ratio in the County would be 1.1 in 2030. At a regional level, jobs and housing would be relatively balanced. Additionally, the Draft General Plan also contains numerous policies that seek to improve the City's jobs/housing ratio. In particular, Policies LUD 3.1 and LUD 3.2 support higher land use intensities and densities near public transit service and

³⁴ 2009 is the year when the most up to date information on jobs was available from the City.

along major commute corridors, and encourage a flexible mix of land uses where appropriate for City residents. Action items LUD 3.2.1 through LUD 3.2.3 would update or amend the City's Zoning Ordinance to encourage village centers, transit-oriented development, mixed use development, and specify appropriate locations for educational, recreational, or commercial services uses in industrial areas. Additionally, policies for land use and accessible services coordinate land use with mobility improvements by placing commercial services and village centers within safe and convenient walking and bicycling distance of residential neighborhoods and employment areas (Draft General Plan Policies LUD 5.1, LUD 5.2, LUD 5.4, and Action items LUD 5.1.1 and 5.1.2). Village centers and large mixed-use areas are promoted in several areas throughout the City. The City's Village Center Strategy Diagram identify areas in Old Middlefield Way, Rengstorff Avenue, Moffett Boulevard, and East Middlefield Road as part of its village center strategy, and the North Bayshore and San Antonio Center areas as sites for large mixed-use development. The Draft General Plan also encourages and supports the goals of the Sustainable Communities and Climate Protection Act (SB 375) which supports housing development in close proximity to transit hubs and employment centers. Therefore, implementation of the Draft General Plan would not create a substantial imbalance between employed residents and jobs, and the impact would be less than significant. The policies and actions identified above and not previously listed follow:

Land Use and Design

Land Use Mix, Distribution, and Intensity

ACTION LUD 3.2.1: Zoning Ordinance update. Update the allowed uses and development standards for each zoning district in the Zoning Ordinance to encourage village centers, transit-oriented development, and a flexible mix of land uses where appropriate.

ACTION LUD 3.2.2: Mixed Use development standards. Amend the mixed use development standards in the Zoning Ordinance to facilitate mixed use development.

ACTION LUD 3.2.3: Industrial area zoning. Update the Zoning Ordinance to specify appropriate locations for educational, recreational, or commercial service uses in industrial areas.

Land Use and Access to Services

POLICY LUD 5.1: Land use and village centers. Encourage and promote pedestrian- and bicycle-accessible village centers with a focus on areas identified in the Village Center Strategy Diagram.

ACTION LUD 5.1.1: Zoning Ordinance amendments. Amend the Zoning Ordinance to update allowed uses and development standards to accommodate a range and variety of village centers.

ACTION LUD 5.1.2: Existing village and commercial centers. Use the development review process to require pedestrian and bicycle enhancements at existing village and commercial centers to improve neighborhood connectivity to goods and services.

POLICY LUD 5.2: Village center uses and character. Encourage a mix of residential, commercial, or other neighborhood serving uses in village centers, with active ground floor uses and public space to create an inviting pedestrian environment and a center of activity.

POLICY LUD 5.4: Connections. Encourage, pedestrian, bicycling, and public transit connections and amenities between village centers and surrounding neighborhoods.

Table IV.B-15: Jobs To Housing Comparison

	Year 2009	2030 Draft General Plan
Jobs	60,460	82,230
Dwelling Units	33,270	42,240
Employed Residents ^a	38,260	48,580
Jobs/Housing	1.8	1.9
Jobs/Employed Residents	1.6	1.7

^a The number of employed residents is based on an estimate of 1.15 employed residents per household.

Source: City of Mountain View, 2010 and LSA Associates, 2011.

(4) Exceed ABAG’s 2035 Growth Projections. As previously described, under the Draft General Plan, the projected population increase of 88,570 reflects a 19.9 percent increase in population by 2030. This population growth is approximately 1.3 percent lower than ABAG’s projections of 21.1 percent growth between 2010 and 2030.³⁵ The estimated projection for housing units is 42,240 and reflects a 27 percent increase in housing units by 2030. This housing growth is approximately 2 percent higher than ABAG’s projection of 25 percent growth between 2010 and 2030.³⁶ Therefore, the direct population and housing growth expected to occur as a result of implementation of the Draft General Plan would not be substantially inconsistent with the population and housing projections of ABAG or other regional planning agencies and organizations. This would be considered as a less than significant impact.

c. Cumulative Impacts of the Draft General Plan. As shown in Table IV.B-2, Santa Clara County’s population is expected to increase from 1,822,000 in 2010 to 2,310,800 by 2030. The Bay Area’s population is expected to grow from 7,341,700 in 2010 to 8,719,300 in 2030. As shown in Table IV.B-12, employment growth in Santa Clara County is expected to increase from 906,270 jobs in 2010 to 1,292,490 jobs in 2030. The Bay Area’s employment growth is expected to increase from 3,475,840 jobs in 2010 to 4,738,730 jobs in 2030. This anticipated growth is expected to substantially increase demand for housing in the region, thereby constituting a significant cumulative impact. Because of a limited supply of undeveloped land in the County, and policies that promote housing growth in already-developed areas, much of the anticipated demand for housing is expected to be met through development in urbanized areas, especially areas in close proximity to transit hubs and employment centers per the goals of SB 375. New housing in such areas is considered an environmentally preferred strategy to accommodate expected regional growth. Draft General Plan policies and action items listed previously would encourage the development of housing along transit routes, near employment centers, and in already-urbanized locations that can accommodate growth, and therefore would not make a cumulatively considerable contribution to the expected regional increase in housing demand.

Because growth would be focused in already-urbanized areas, some displacement of existing housing and people is possible. However, adverse impacts associated with displacement would be minimized by an overall increase in the region’s housing stock (including the supply of affordable housing), and planning policies (Draft General Plan Policies 6.1 and LUD 9.2) that relate to the protection of estab-

³⁵ Association of Bay Area Governments, 2009. *Building Momentum: San Francisco Bay Area Population, Household, and Job Forecasts.*

³⁶ *Ibid.*

lished residential neighborhoods. Therefore, displacement would occur only under limited circumstances, and the Draft General Plan would not make a cumulatively considerable contribution to such an impact. The policies identified above follow:

Land Use and Design

Neighborhoods

POLICY LUD 6.1: Respect neighborhood character. Ensure new development in or near residential neighborhoods is compatible with existing neighborhood character.

Integrating Buildings into the Community

POLICY LUD 9.2: Compatible transit-oriented development. Encourage transit-oriented development that is compatible with surrounding uses and accessible to transit stations.

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