

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2017082051

Project Title: East Whisman Precise Plan

Lead Agency: City of Mountain View

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Project Location: Mountain View
City

Santa Clara County
County

Project Description (Proposed actions, location, and/or consequences).

The 412-acre East Whisman Precise Plan (Precise Plan) area is located on the eastern border of the City of Mountain View, in northern Santa Clara County. It is bounded by US Route 101 to the north; North Whisman Road to the west; the southern edge of parcels fronting on East Middlefield Road, State Route 237, and Central Expressway to the south; and the Sunnyvale City Limits to the east. A group of commercial and vacant properties west of North Whisman Road at East Middlefield Road are also included. The Precise Plan would include up to 2.3 million net new square feet of office uses, 100,000 net new square feet of neighborhood commercial uses, 200 hotel rooms, and 5,000 multi-family residential units. Increased office intensities and new neighborhood commercial uses would be allowed throughout the Plan area, while housing would now be allowed in a central area of the Plan (the "Mixed-Use Character Area" and the "Village Center Character Area"). The East Whisman Precise Plan would also include new parks, new pedestrian/bicycle paths, new public streets, and recreational facilities. The Precise Plan will require approval of a General Plan Text and Map Amendment and a Precise Plan Zoning and Zoning Map Amendment by the City.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The project would result in a significant and unavoidable impact with regard to transit delay and vehicle miles traveled (VMT). The project would have a significant construction criteria pollutant and toxic air contaminant (TAC) impact; however, mitigation measure MM AQ-3.1 requires the project to use low emissions construction equipment, modified construction schedules, and/or alternative fuels. Implementation of MM AQ-3.1 will reduce the construction criteria pollutant and TAC impact to a less than significant level. The project would result in a significant hazardous materials impact; however, mitigation measure MM HAZ-3.1 will require a property-specific Phase I Environmental Site Assessment prior to any redevelopment in the Precise Plan area. If hazardous conditions are found, a Site Management Plan will be prepared and submitted to the overseeing regulatory agency and City. With implementation of MM HAZ-3.1, the hazardous materials impact will be less than significant. The project would have a significant construction vibration impacts in some Precise Plan area; however, mitigation measure MM NOI-4.1 will require site-specific vibration studies and monitoring for redevelopment projects anticipated to use vibration-generating construction techniques. With implementation of MM NOI-4.1, the project will have a less than significant construction vibration impact. The project would have a significant impact on water, sewer, and stormwater utilities; however, mitigation measure MM UTL-1.1 will require redevelopment projects within the Precise Plan area to submit site-specific utility analyses, on a project by project basis, and pay utility impact fees as determined by the City. With implementation of MM UTL-1.1, the project will have a less than significant impact as a result of expansion of water, sewer, and stormwater infrastructure systems.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

The traffic impacts of higher density development have been raised as concerns by members of the public during public meetings. The need for open space and multimodal transportation infrastructure have been raised as issues at community workshops held in 2016. Known areas of controversy also include:

- Jobs-Housing Balance issues (e.g., long commutes, VMT, regional equity)
- Housing costs
- Residential and small-business displacement
- Need for adequate open space and neighborhood commercial uses to serve the new residents
- Impacts to school facilities
- Preservation of adjacent neighborhood character
- Groundwater contamination within and outside of the identified Superfund site

Provide a list of the responsible or trustee agencies for the project.

N/A