

# 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 #: 2021100026

Project Title: Middlefield Park Master Plan

Lead Agency: City of Mountain View

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Project Location: Mountain View, Santa Clara County  
*City* *County*

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

See attached

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

See attached

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

Environmental concerns expressed thus far from local residents, property owners, organizations, and/or agencies about the project include the following:

- Lighting impacts
- Impacts to groundwater resulting from construction dewatering
- Sunnyvale Golf Course as a barrier to the east
- Pedestrian safety near Middlefield Light Rail Station
- Project-generated traffic on roadway and freeway capacity
- Bicycle/Pedestrian as it pertains to transportation impacts
- Required connections to existing utilities infrastructure and needed improvements

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

Bay Area Air Quality Management District, California Department of Transportation, Federal Aviation Administration, Federal Energy Regulatory Commission, U.S. Environmental Protection Agency, Santa Clara County Department of Environmental Health, San Francisco Regional Water Quality Control Board, State Water Resources Control Board - Division of Drinking Water, City of Sunnyvale, Santa Clara Valley Water District, and California Public Utilities Commission.

**Project Description:** The project would implement a large portion of the development envisioned by the East Whisman Precise Plan, which was adopted by the City in 2019. Implementation of the proposed project would allow for the demolition of the existing improvements (i.e., approximately 684,646 square feet of office uses, related surface parking areas, and landscaping) on-site and development of:

- Five office building locations totaling 1,317,000 square feet of office uses and resulting in 632,355 square feet of net new office square footage;
- Two affordable residential building locations and five residential mixed-use building locations with a total of up to 1,900 residential units (including up to 380 affordable units), up to 30,000 square feet of ground floor retail space, and 20,000 square feet of community/civic uses;
- Two stand-alone parking structures and integrated parking at all office and residential buildings for shared district parking within MPMP;
- Dedication of land to the City for three new future public parks totaling approximately 7.28-acres and construction of a 2.87-acre privately owned and publicly accessible park developed by the applicant, providing in total, up to 10.15 acres of park open space within the MPMP;
- New vehicular circulation, including up to six private streets and a modification to Logue Avenue (a public street), new on-street and off-street bicycle and pedestrian improvements, and new landscaping and trees; and
- As an option, the project could include a private district utilities system on-site with underground utility lines to serve some buildings within the MPMP with water, wastewater treatment, recycled water, geothermal energy (heating and cooling), and electric power. The private district utilities system, if provided, would include an approximately 45,000-square-foot Central Utility Plant (CUP), temporary air sourced heat pump, district distribution system, and microgrid system that would include rooftop photovoltaic panels and on-site storage batteries.

In addition to the improvements identified above, the project includes a Vesting Tentative Map to create up to 18 lots, up to 1,900 condominium lots, and up to 140 vertical lots within the MPMP, as well as a Development Agreement to grant implementation of entitlements over a 20-year period. Other aspects of the MPMP include green building and emissions reduction features; construction activities; heritage tree removals and landscaping; site access, circulation, and parking; and a Transportation Demand Management (TDM) plan.

## Summary of Significant Impacts and Mitigation Measures

This section summarizes (1) new significant impacts and mitigation measures identified for the project, which were not previously disclosed in the Precise Plan EIR (identified as MM), and (2) impacts and mitigation measures previously disclosed in the Precise Plan EIR that are applicable to the project (identified as Precise Plan EIR MM). The impacts and mitigation measures refer to the Project (which assumes standard municipal utilities), the Project with District Utilities System Option (which assumes a private district utility system would be constructed as a project design option), or Both Options.

A detailed discussion of impacts and mitigation measures is provided in Sections 4.0 New Significant Environmental Effects and 5.0 Previously Identified Effects of this EIR.

<b>Summary of Significant Project Impacts and Mitigation Measures</b>	
<b>Significant Impact</b>	<b>Mitigation Measures</b>
<p><b>Impact AQ-1: Both Project Options:</b> The project (under either option) would conflict with or obstruct implementation of the applicable air quality plan by resulting in operational ROG emissions and health risks (primarily due to construction emissions) in excess of BAAQMD thresholds. <b>(New Impact [Significant, Unavoidable Impact with Mitigation Incorporated])</b></p> <p><b>Impact AQ-2: Both Project Options:</b> The project (under either option) would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard. <b>(New Impact [Significant, Unavoidable Impact with Mitigation Incorporated])</b></p>	<p><b>Precise Plan EIR MM AQ-3.1: Both Project Options:</b> Construction criteria pollutant and TAC quantification shall be required on individual projects developed under the Precise Plan once construction equipment and phasing details are available through modeling to identify impacts and, if necessary, include measures to reduce emissions below the applicable BAAQMD construction thresholds. Reductions in emissions can be accomplished through the following measures:</p> <ul style="list-style-type: none"> <li>• Construction equipment selection for low emissions;</li> <li>• Use of alternative fuels, engine retrofits, and added exhaust devices;</li> <li>• Low Volatile Organic Compounds (VOC) paints;</li> <li>• Modification of construction schedule; and</li> <li>• Implementation of BAAQMD Basic and/or Additional Construction Mitigation Measures for control of fugitive dust.</li> </ul> <p><b>MM AQ-1.1: Both Project Options:</b> Pursuant to Precise Plan EIR MM AQ-3.1, the project (under either option) shall implement the following measures during all phases of construction:</p> <ul style="list-style-type: none"> <li>• All construction equipment larger than 25</li> </ul>

**Summary of Significant Project Impacts and Mitigation Measures**

Significant Impact	Mitigation Measures
<p><b>Impact AQ-3: Both Project Options:</b> The project (under either option) would expose sensitive receptors to substantial pollutant concentrations. <b>(New Impact [Significant, Unavoidable Impact with Mitigation Incorporated])</b></p>	<p>horsepower used at the site for more than two continuous days or 20 hours total shall meet U.S. EPA Tier 4 Final emission standards for NO<sub>x</sub> and PM (PM<sub>10</sub> and PM<sub>2.5</sub>), if feasible, otherwise:</p> <ul style="list-style-type: none"> <li>○ If use of Tier 4 Final equipment is not commercially available, the project applicant shall use alternative equipment that meets U.S. EPA emission standards for Tier 2 or 3 engines and include particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices that altogether achieve an 85-percent reduction in particulate matter exhaust in comparison to uncontrolled equipment; alternatively (or in combination). The project applicant shall provide to the City for review and approval documentation showing that engines that comply with Tier 4 Final off-road emission standards are not commercially available for the specific off-road equipment necessary during construction. For purposes of this mitigation measure, “commercially available” shall take into consideration the following factors: (i) potential significant delays to critical-path timing of construction and (ii) the geographic proximity to the project site of Tier 4 Final equipment.</li> <li>○ Use of alternatively fueled equipment with lower NO<sub>x</sub> emissions compared to traditional diesel fuel equipment that meets or exceeds the NO<sub>x</sub> and PM reduction requirements of U.S. EPA Tier 4 Final engine emission standards, as required above.</li> <li>● Use electric equipment such as aerial lifts, air compressors, cement mortar mixers, concrete/industrial saws, cranes, and welders. Portable equipment shall be powered by grid electricity or alternative fuels (i.e., not diesel) instead of by diesel generators.</li> <li>● Diesel engines, whether for off-road equipment or on-road vehicles, shall not be left idling for more than two minutes, except as provided in exceptions to the applicable state regulations (e.g., traffic</li> </ul>

<b>Summary of Significant Project Impacts and Mitigation Measures</b>	
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	<p>conditions, safe operating conditions). The construction sites shall have posted legible and visible signs in designated queuing areas and at the construction site to clearly notify operators of idling limit.</p> <ul style="list-style-type: none"> <li>• Provide line power to the site during the early phases of construction to minimize the use of diesel-powered stationary equipment.</li> </ul> <p>Use low VOC coatings to reduce ROG emissions during construction. The project shall use low VOC coatings that are below current BAAQMD requirements (i.e., Regulation 8, Rule 3: Architectural Coatings), for at least 80 percent of all residential and nonresidential interior paint and exterior paints. This includes all architectural coatings applied during both construction and reapplications throughout the project’s operational lifetime. At least 80 percent of coatings applied must meet a “super-compliant” VOC standard of less than 10 grams of VOC per liter of paint. For reapplication of coatings during the project’s operational lifetime, the Declaration of Covenants, Conditions, and Restrictions shall contain a stipulation for low VOC coatings to be used. Examples of “super-compliance” coatings are contained in the South Coast Air Quality Management District’s website.</p> <p><b>MM AQ-1.2: Both Project Options:</b> All on-site diesel emergency generators (under either option) shall be equipped with engines that meet or exceed U.S. EPA Tier 4 standards for particulate matter emissions.</p>
<p><b>Impact AQ-4: Project with District Utilities Systems Option:</b> The project with District Utilities Systems Option would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. <b>(New Impact [Less than Significant, Impact with Mitigation Incorporated])</b></p>	<p><b>MM AQ-4.1: Project with District Utilities System Option:</b> The project applicant shall develop an odor control plan that addresses plant design issues to control odors, identifies operating and maintenance procedures to prevent odors, and includes a corrective action plan to respond to upset conditions and odor complaints. The odor control plan shall describe the design elements and best management practices built into the facility, including the following:</p> <ul style="list-style-type: none"> <li>• Ventilation of the system using carbon absorption, biofiltration, ammonia scrubbers, or other effective</li> </ul>

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	<p>means to treat exhausted air from the enclosed facility;</p> <ul style="list-style-type: none"> <li>• Odor proofing of refuse containers used to store and transport grit and screenings or biosolids; and</li> <li>• Injection of chemicals to control hydrogen sulfide.</li> </ul> <p>The plan shall describe procedures to address upset conditions caused by equipment failures, power outages, flow control, or treatment issues, as well as odor complaints. Procedures would include investigating and identifying the source of the odor/odor complaint and corrective actions could include installing specific odor control technologies (e.g., odor control units) or adjusting plant operations (e.g., by adding ferrous chloride injections). The plan shall be reviewed and approved by the Public Works Director (or the Director’s Designee) and BAAQMD prior to issuance of building permits for the CUP. In the event the facility receives confirmed complaints related to five separate incidents per year averaged over a three-year period, pursuant to BAAQMD CEQA Guidelines, the plant shall revise the odor control plan and resubmit it to the City for review and approval. If implementation of additional measures to control odors described in the plan does not lessen the complaints to less than five per year, the plant shall cease operations. All wastewater generated by the project shall be directed to the municipal wastewater system, and subsequent environmental review shall be required to assess the impacts of continued operations of the facility.</p> <p><b>MM AQ-4.2: Project with District Utilities System Option:</b> Post a publicly visible sign with the telephone number and person to contact regarding odor complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations. A log of odor complaints and procedures implemented to respond to complaints shall be maintained by the operator and provided to the City upon request.</p>
<b>Impact HAZ-2: Both Project Options:</b> The project (under either	<b>Precise Plan EIR MM HAZ-3.1:</b> Prior to the start of any redevelopment activity, a property-specific Phase I ESA

**Summary of Significant Project Impacts and Mitigation Measures**

<b>Significant Impact</b>	<b>Mitigation Measures</b>
<p>option) would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Same Impact as Approved Project. <b>[Less than Significant Impact with Mitigation]</b>)</p>	<p>shall be completed in accordance with ASTM Standard Designation E 1527-13 (or the standard that is effective at the time the Phase I ESA is conducted) to identify Recognized Environmental Conditions, evaluate the property history, and establish if the property is likely to have been impacted by chemical releases. Soil, soil vapor, and/or groundwater quality studies shall subsequently be conducted if warranted based on the findings of the property-specific Phase I ESAs, to evaluate if mitigation measures are needed to protect the health and safety of construction workers, the environment, and area residents.</p> <p>At properties identified as being impacted or potentially impacted by Recognized Environmental Conditions pertaining to contaminated soils, soil vapor and/or groundwater (based on the professional judgment of the environmental professional and/or determination by the City based on the project-specific Phase I ESA or subsequent studies), a Site Management Plan (SMP) shall be prepared prior to development activities to establish management practices for handling contaminated soil, soil vapor, groundwater, or other materials during construction activities. The SMP shall be prepared by an Environmental Professional and submitted to the overseeing regulatory agency (e.g., EPA, RWQCB and/or County Department of Environmental Health) for review and approval prior to commencing construction activities. Management of site risks during earthwork activities in areas where impacted soil, soil vapor, and/or groundwater are present or suspected, shall be described. Worker training requirements and health and safety shall be described. The SMP shall also be submitted to the City of Mountain View Planning Division for review. The project developer shall also submit to the City agency approval of the SMP or provide documentation of a regulatory agency’s decision declining involvement in the project.</p>
<p><b>Impact NOI-2: Both Project Options:</b> The project (under either option) would not result in generation of excessive groundborne vibration or groundborne noise levels. <b>(Same</b></p>	<p><b>Precise Plan EIR MM NOI-4.1:</b> Use drilled piles (which cause lower vibration levels) where geological conditions permit their use. In areas where project construction is anticipated to include vibration-generating activities such as pile driving or use of vibratory rollers, in close proximity to</p>



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<b>Impact as Approved Project [Less than Significant Impact with Mitigation])</b>	<p>existing structures, site specific vibration studies should be concluded to determine the area of impact and to identify appropriate mitigation measures which may include the following:</p> <ul style="list-style-type: none"> <li>• Identification of sites that would include vibration compaction activities such as pile driving and have the potential to generate ground-borne vibration, and the sensitivity of nearby structures to ground-born vibration. Vibration levels should be applied to all vibration-sensitive structures located within 200 feet of the project. A qualified structural engineer should conduct this task.</li> <li>• Development of a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions.</li> <li>• Construction contingencies would be identified for when vibration levels approached the limits.</li> <li>• At a minimum, vibration monitoring should be conducted during initial demolition activities and during pile driving activities. Monitoring results may indicate the need for more or less intensive measurements.</li> <li>• When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.</li> </ul> <p>Conduct post-survey on structures when either monitoring has indicated high levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.</p>
<b>Impact UTL-1: Both Project Options:</b> The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the	<b>Precise Plan EIR MM UTL-1.1:</b> The City shall require, determined on a project-by-project basis, the preparation of a site-specific utility analysis of applicable water, sewer, and stormwater infrastructure systems adjacent to and downstream of the project site to identify capacity issues. The utility impact analysis will be submitted to the Planning Division as part of future project applications. The analysis will determine the

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<b>Significant Impact</b>	<b>Mitigation Measures</b>
construction or relocation of which could cause significant environmental effects. <b>(Same Impact as Approved Project [Less than Significant Impact])</b>	proportional utility impact fees to be paid under the nexus study and will identify any other utility infrastructure improvements required as a result of individual projects.