

CITY PLACE SANTA CLARA PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT

VOLUME I: CHAPTER 1 – SECTION 3.3

STATE CLEARINGHOUSE NO.

2014072078

PLANNING/CEQA FILE NO.

PLN2014-10554/CEQ2014-01180

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October 2015



ICF International. 2015. City Place Santa Clara Project Draft EIR. October 2015. ICF 00333.14. San Francisco, CA. Prepared for the City of Santa Clara, Santa Clara, CA.

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Acronyms and Abbreviations

A	amp
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACE	Altamont Corridor Express
ACIP	auger cast in place
ACM	Asbestos-containing material
ADSRP	Anderson Dam Seismic Retrofit Project
ADWF	average dry weather flow
afy	acre-feet per year
ALUC	Airport Land Use Commission
A-PEFZA	Alquist-Priolo Earthquake Fault Zoning Act
APN	Assessor's Parcel Number
ARB	California Air Resources Board
Authority	Sports and Open Space Authority
BA	biological assessment
BAAQMD	Bay Area Air Quality Management District
BAT	best available technology
Bay Area	San Francisco Bay Area
BCT	best conventional pollutant control technology
BFE	base flood elevation
bgs	below ground surface
BMP	best management practices
BMX	Bicycle-Motocross
BO	biological opinion
BRT	bus rapid transit
C&D	construction and demolition
CAA	federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention
CalEEMod	California Emissions Estimator Model
CALGreen Code	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	climate action plan
CAP	Corrective Action Plan
Carl Moyer Program	Carl Moyer Memorial Air Quality Standards Attainment Program
CBC	California Building Code
CBIA vs. BAAQMD	California Building Industry Association vs. Bay Area Air Quality Management District
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CEQA Guidelines	California Environmental Quality Act Air Quality Guidelines

CERS	California Environmental Reporting System
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CGS	California Geological Survey
CH4	Methane
CHMIRS	California Hazardous Materials Information Reporting System
CHRIS	California Historical Resources Information System
City	City of Santa Clara
CIWMA	California Integrated Waste Management Act
CLSM	Controlled low strength material
CLUP	Comprehensive Land Use Plans
CMA	Congestion Management Agency
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CNG	compressed natural gas
CNPPA	California Native Plant Protection Act
CNPS	California Native Plant Society
CO	carbon monoxide
CO2	carbon dioxide
CO2e	carbon dioxide equivalent
Convention Center	Santa Clara Convention Center
COPC	constituents of potential concern
County	Santa Clara County
CP	Commercial Park
CPUC	California Public Utilities Commission
CQA	Construction Quality Assurance
CRHR	California Register of Historical Resources
CTC	California Transportation Commission
CTP	California Transportation Plan
CUPA	Certified Unified Program Agencies
CWA	Clean Water Act
cy	cubic yards
dB	Decibel
dba	A-Weighted Decibel
dbc	C-Weighted Decibel
DCE	1,1-dichloroethene
DDCs	drilled displacement columns
DDT	dichloro-diphenyl-trichloroethane
DDW	Division of Drinking Water
DOF	Department of Finance
DPM	diesel particulate matter
Draft EIR	Draft Environmental Impact Report
DWR	Department of Water Resources
EA	Environmental Assessment
EDCAQMD	El Dorado County Air Quality Management District
EFH	Essential Fish Habitat
EIR	Environmental Impact Report
EO	executive orders
EPA	Environmental Protection Agency

ESA	federal Endangered Species Act
ESLs	Environmental Screening Levels
FAR	Federal Aviation Regulations
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zones
FHWA	Federal Highway Administration
Fire Station 10	Santa Clara Fire Station 10
FIRMs	Flood Insurance Rate Maps
FTA	Federal Transit Administration
FTE	full-time equivalent
g	gravity
g/bhp-hr	grams per brake horsepower-hour
g/L	grams per liter
General Construction Permit	General Permit for Construction Activities
General Plan	City of Santa Clara 2010–2035 General Plan
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
gsf	gross square feet
GWP	global warming potential
HASP	Health and Safety Plan
HCD	Housing and Community Development
HCP/NCCP	Santa Clara Valley Habitat Conservation Plan/Natural Communities Conservation Plan
HEC-HMS	Hydrologic Engineering Center’s Hydrologic Modeling System
HEC-RAS	Hydrologic Engineering Center’s River Analysis System
HFCs	hydrofluorocarbons
HI	hazard index
HMPs	Hydromodification Management Plans
HMTA	Hazardous Material Transportation Act
HPD	Historic Properties Directory
HPR	High Performance Renewable
HRI	California Historic Resources Inventory
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
IFC	International Fire Code
ITS	Intelligent Transportation Systems
IWMP	integrated waste management plan
kBTU	Thousand British thermal units
kV	kilovolt
kW	kilowatts
kWh	kilowatt-hour
Landfill	Santa Clara All-Purpose Landfill
LBP	lead-based paint
LCRS	leachate collection and removal system
Ldn	day-night sound level
LEA	Local Enforcement Agency
LEED	Leadership in Energy & Environmental Design

Leq	equivalent sound level
Leq	Equivalent Sound Level
LGTE	landfill gas-to-energy
LID	low impact development
Lmax	Maximum Sound Level
Lmin	Minimum Sound Level
Local Enforcement Agency	Santa Clara County Department of Environmental Health
Lxx	Percentile-Exceeded Sound Level
MBTA	Migratory Bird Treaty Act
MCE	Maximum Credible Earthquake
MEP	maximum extent practicable
mg/kg	milligrams per kilogram
mgd	million gallons per day
MM	Mitigation Measure
MMI	Modified Mercalli Intensity Scale
MMRP	Mitigation Monitoring and Reporting Program
MPG	Montana Property Group
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zones
MS4	NPDES General Permit for Municipal Separate Storm Sewer Systems
msl	mean sea level
MT	metric tons
MTC	Metropolitan Transportation Commission
Mw	moment magnitude
N2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NAVD	North American Vertical Datum
NEHRP	National Earthquake Hazards Reduction Program
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NIST	National Institute of Standards and Technology
NO	nitric oxide
NO2	nitrogen dioxide
NOA	naturally occurring asbestos
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NOP	Notice of Preparation
NOT	Notice of Termination
NOX	Nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NSF	National Science Foundation
NSR	New Source Review
NWIC	Northwest Information Center
OEHHA	Office of Environmental Health Hazard Assessment
OHP	Office of Historic Preservation
OSHA	Occupational Health and Safety Administration
P.A.L.	Santa Clara Police Activities League

PCBs	polychlorinated biphenyls
PCE	Tetrachloroethylene
PCEP	Peninsula Corridor Electrification Project
PCLUP	Post-Closure Land Use Plan
PCMP	Post-Closure Maintenance Plan
PDA	Priority Development Areas
Peak Velocity or PPV	Peak Particle Velocity
PFCs	perfluorinated carbons
PG&E	Pacific Gas & Electric Company
PL	Public Law
PM	particulate matter
PM10	particulate matter less than or equal to 10 microns
PM2.5	particulate matter less than or equal to 2.5 microns
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
ppb	parts per billion
ppm	parts per million
ppt	parts per trillion
PPV	peak particle velocity
PRC	Public Resources Code
PRMP	Paleontological Resource Mitigation Plan
Project	City Place Santa Clara Project
PS	potentially significant
psi	pounds per square inch
RCP	reinforced concrete pipe
RCRA	Resource Conservation and Recovery Act
REC2	Noncontact Water Recreation
Regional Water Board	Regional Water Quality Control Board
Related, or Project Developer	Related Companies
Retention Basin	Eastside Storm Retention Basin
RHNA	Regional Housing Needs Assessment
ROG	reactive organic gases
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
RWTP	Rinconada Water Treatment Plant
SAB	State Allocation Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users
SAFZ	San Andreas Fault Zone
SB	Senate Bill
SBWR	South Bay Water Recycling
SCCL	Santa Clara City Library
SCFD	Santa Clara Fire Department
SCPD	Santa Clara Police Department
SCS	sustainable communities strategy
SCUSD	Santa Clara Unified School District
SCVHP	Santa Clara Valley Habitat Plan
SCVURPPP	Santa Clara Valley Urban Runoff Pollution Prevention Program
SCVWD	Santa Clara Valley Water District
SEIR	Supplemental EIR

SENL	Single-event noise levels
sf	square feet
SF Bay MS4 Permit	San Francisco Bay Region Municipal Regional Stormwater NPDES Permit No. CAS029718
SF6	sulfur hexafluoride
SFBAAB	San Francisco Bay Area Air Basin
SFHA	Special Flood Hazard Area
SFPUC	San Francisco Public Utility Commission
SGMP	Soil and Groundwater Management Plan
SHMA	Seismic Hazards Mapping Act
SIP	State Implementation Plan
SJC	San José International Airport
SLF	Sacred Lands file
SLIC	Spills Leaks Investigations and Cleanups
SLR	sea level rise
SO2	sulfur dioxide
SR	State Route
SRTP	Short-Range Transit Plan
Stadium EIR	49ers Stadium Project Environmental Impact Report
STIP	State Transportation Improvement Program
SVOCs	semi-volatile organic compounds
SVP	Silicon Valley Power
SWMM	Storm Water Management Model
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
Tanner Act	Toxic Air Contaminant Identification and Control Act
TCA	trichloroethane
TCE	trichloroethylene
TCM	transportation control measures
TDM	Travel Demand Management
TMA	Transportation Management Association
TMDL	total maximum daily loads
TNM	Traffic Noise Model
TPHd	diesel
TPHg	total petroleum hydrocarbons as gasoline
TPHmo	motor oil
TPP	Transit Priority Project
TSCA	the Toxic Substances Control Act
U.S. Census	United States Census Bureau
UCL	upper confidence limit
UPRR	Union Pacific Railroad
URMP	Urban Runoff Management Plan
URTA	Urban Rapid Trash Assessment
USACE	U.S. Army Corps of Engineers
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UWMP	Urban Water Management Plan
VdB	level in decibel units

VMT	vehicle miles traveled
VOC	volatile organic compounds
VTA	Santa Clara Valley Transportation Authority
VTP	Valley Transportation Plan
Water Board	San Francisco Bay Regional Water Quality Control Board
WDR	Waste Discharge Requirements
WILD	Wildlife Habitat
WSA	Water Supply Assessment
WWTF	San José/Santa Clara Regional Wastewater Treatment Facility
µg/L	micrograms per liter
µg/m ³	micrograms per cubic meter

Project Overview

The City of Santa Clara (City) has entered into exclusive negotiating agreements and non-binding term sheet with The Related Companies (Related, or Project Developer) and the Montana Property Group (MPG) to convert 240 acres of City-owned property to a new use: a multi-phased, mixed-use development called City Place Santa Clara (Project). If approved by the City Council and regulatory agencies, the Project would demolish the existing buildings and on-site features and establish a new mixed-use City neighborhood with a defined center to serve as a focal point for a pedestrian-oriented “live, work, and play” environment.

The Project site is located on seven City-owned parcels (assessor’s parcel numbers [APNs] 104-03-036, 104-03-037, 104-01-102, 097-01-039, 097-01-073, 104-03-038, and 104-03-039). The parcels total approximately 240 acres. For purposes of this analysis, the Project site would be divided into five¹ development parcels: Parcel 1 (36.8 acres), Parcel 2 (60.9 acres), Parcel 3 (34.9 acres), Parcel 4 (86.6 acres), and Parcel 5 (8 acres). The Project site also includes the Eastside Storm Retention Basin (Retention Basin) (12.8 acres). The Project site is currently designated in the *City of Santa Clara 2010–2035 General Plan* (General Plan) as Parks/Open Space (Parcels 1–4 and the Retention Basin) and Regional Commercial (Parcel 5). The City’s Zoning Code designates the Project site as Public, Quasi-Public, Public Park or Recreation (B) (Parcels 1–4, a portion of Parcel 5, and the Retention Basin), and Commercial Park (CP) (the remainder of Parcel 5). To accommodate high-intensity urban-oriented development such as the Project, a new General Plan land use designation (Urban Center/Entertainment District) is proposed within the category of Mixed-Use designations. In addition, an amendment to the Climate Action Plan element of the General Plan is proposed to reflect the new land use designation.

The Project would include up to 9.16 million gross square feet (gsf) of office buildings, retail and entertainment facilities, residential units, and hotel rooms. It would also include surface and structured parking facilities. In addition, the Project would include large shared open spaces throughout the Project site; new pedestrian and vehicular entrances and roadway networks; new roads; new, upgraded, and expanded infrastructure; and new utilities with improvements to off-site connections. To accommodate proposed roadways, construction would occur at off-site locations, which would include the demolition of three existing office buildings in Tasman East for the Lick Mill Boulevard extension. The Project could also include construction of a fire station to replace existing Santa Clara Fire Station 10 (Fire Station 10), which could be demolished to accommodate the Project. Because the majority of the Project would be located over the former Santa Clara All-Purpose Landfill (Landfill), the following additional activities would be required: constructing foundation systems to minimize disturbance to and preserve the integrity of Landfill components; relocating, upgrading, and/or replacing, as necessary, the existing groundwater monitoring network, leachate collection system, and landfill gas collection and removal systems; and conducting associated environmental remediation activities.

¹ As mentioned above, the existing Project site includes seven existing APNs: APN 097-01-069 (which will be referred to as Parcel 1), APN 097-01-039 (which will be referred to as Parcel 2), APN 104-01-102 (which will be referred to as Parcel 3), APN 104-03-036 and APN 104-03-037 (which will be merged to form Parcel 4), and APN 104-03-038 and APN 104-03-039 (which will be merged to form Parcel 5). Therefore, the Project site includes a total of seven existing parcels.

This Draft Environmental Impact Report (Draft EIR) analyzes two different land use schemes (Scheme A and Scheme B) for the Project site to capture the range of possible land uses that could be developed. Both schemes would include a building area² of up to 9.16 million gsf. Under Scheme A, the proposed uses for Parcels 1, 2, and 3 would be primarily office uses; Parcels 4 and 5 would include mixed-use development, consisting of commercial uses, including retail, food and beverage, and entertainment uses,³ along with offices, a hotel, and multi-family residential development (up to 1,360 units). The development scheme and building area at Parcels 1 and 3 under Scheme B would be the same as they would be under Scheme A.⁴ At Parcel 2, a retail center with offices would be constructed rather than only the office use proposed under Scheme A. At Parcel 4, no residential uses would be constructed; instead, office development equal in area to the residential development under Scheme A would be included. The amount of space for the proposed hotel, retail uses, entertainment venues, and open space areas would be the same. Development at Parcel 5 would include the same amount of residential, hotel, retail, and office uses under both schemes.

Areas of Controversy

California Environmental Quality Act (CEQA) Guidelines Section 15123 specifies that a Draft EIR summary must identify “areas of controversy” that are known to the Lead Agency, including issues that were raised by agencies and the public, as well as issues that are to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

The City prepared two Notices of Preparation (NOPs). First, on July 10, 2014, the City published an NOP for the Centennial Gateway Mixed-Use Project, to be located at 5120 Stars and Stripes Drive (APNs 104-03-038 and -039), as proposed by MPG. Shortly thereafter, on July 30, 2014, the City published an NOP for the City Place Project, directly adjacent to the Centennial Gateway site, at 5155 Stars and Stripes Drive (APNs 104-03-036, 104-03-037, 104-01-102, 097-01-039, 097-01-073). Both NOPs were released for a 30-day public review period. A public scoping meeting was held on July 31, 2014, for the Centennial Gateway Mixed-Use Project, and a second scoping meeting was held on August 12, 2014, for the City Place Project. On February 5, 2015, Related and MPG announced that they had formed a partnership to develop jointly the Centennial Gateway Mixed-Use Project and the adjacent City Center portion of the City Place Project (also known as Phases 1, 2, and 3 of the City Place Project). The remainder of the City Place Project would continue to be developed by Related as originally proposed. The City published a report on the combination of the two EIRs at the City Council meeting on June 16, 2015.

In response to the NOPs, letters were received from agencies and individuals regarding the two projects. A summary list, based on the written comments that were received, was then compiled (included in Appendix 1 of this Draft EIR). The topics that would result in physical impacts under CEQA are addressed in the EIR analysis. Areas of controversy include those listed below.

² Building areas do not include the proposed parking structures.

³ Entertainment uses may include, but would not be limited to, cinema; dine-in cinema; a bowling, arcade, bar, and/or restaurant combination (entertainment center); nightclub; performance venue (i.e., jazz club or comedy club); and themed entertainment venues.

⁴ A variant to both schemes would include only retail at Parcel 2. With the variant, development would total approximately 7.52 million gsf throughout the Project site, with an average floor area ratio (FAR) of 0.76.

Land Use

- Height compatibility with airspace requirements

Aesthetics

- Light pollution from the proposed buildings

Transportation

- Components to be included in the transportation impact analysis
- Vehicle trip reduction, vehicle miles travelled, signal timing connectivity, and transit access
- Traffic impacts related to the transportation and safety of students traveling to and from school
- Impacts on the operation of Levi's Stadium, including traffic, parking, and circulation
- Traffic and parking impacts on Sunnyvale neighborhoods
- Impacts on the City of San José facilities, according to the City's transportation impact policy
- Fair-share contribution to mitigation
- Corridor, intersection, and ramp analysis for Sunnyvale
- Potential mitigation measures (traffic impact study, traffic impact fees, congestion management programs, voluntary contribution programs, transportation demand management [TDM] program, transit improvements, bicycle/pedestrian accommodations)
- Role of the Lead Agency in implementing mitigation measures
- Alternative modes of transportation

Air Quality

- Impacts from traffic, construction, and operational airborne contaminants, based on a Health Risk Assessment
- Students at Kathryn Hughes Elementary School as sensitive receptors

Greenhouse Gas Emissions

- Leadership in Energy and Environmental Design (LEED) certification and the impact on carbon dioxide (CO₂) emissions

Biological Resources

- Impacts on burrowing owls, serpentine annual grasslands, and nitrogen deposition
- Impacts of reflective surfaces on birds, using Bird Safety Standards

Geology

- Extent and depth of below-grade excavations
- Potential disturbance of the clay cap and liner soil at the Landfill

Hydrology/Flood Hazards

- Water pollution from the increased traffic on adjacent roadways

Hazardous Materials

- Impacts from construction of housing on top of the Landfill and buildings and tennis courts adjacent to the Landfill, including dust and gases
- Feasibility of monitoring and agency review
- Potential for subsurface fires in the Landfill

Population and Housing

- Jobs/housing imbalance

Public Services

- Impacts from new housing and employees on student counts at all grade levels, bearing in mind the existing limited school capacity
- Impact of increased on-site activity on police services
- New parks and open space to off-set mitigate the removal of existing open space

Utilities

- Underground the existing and proposed utilities
- New energy facilities needed to serve the Project
- Impacts of increased solid waste generation
- Existing water supply and the increased demand generated by the Project

Cumulative

- Proposed Capitol Corridor expansion in design and analysis
- Pipeline projects in San José
- Sunnyvale projects

Alternatives

- Reduced density alternative
- Increased housing alternative
- Feasibility of “clean closure” alternative to remove all waste from landfill

Project Alternatives

Chapter 5 of this Draft EIR, *Alternatives*, analyzes the following reasonable alternatives to the Project:

- **No Project Alternatives.** The No Project Alternative is provided in this Draft EIR to compare the impacts of the Project with what would be reasonably expected to occur in the foreseeable future if the Project were not approved and development continued to occur in accordance with existing plans and consistent with available infrastructure and community services (CEQA Guidelines Section 15126.6(e)(2)).
 - **No Project Alternative 1.** Parcels 1–4 are currently occupied by the Santa Clara Golf & Tennis Club, Fire Station 10, a Bicycle-Motocross (BMX) track, the Ameresco Methane Plant, the Retention Basin, and a City vehicle washing station. The on-site features and buildings associated with the existing uses on Parcels 1–4 would remain. In addition, the existing surface parking lot at Parcel 5 would continue to operate as under existing conditions. The three existing off-site office buildings in Tasman East also would remain and not be demolished to accommodate the Lick Mill Boulevard extension proposed under the Project.
 - **No Project Alternative 2.** No Project Alternative 2 is based on what would be reasonably expected to occur in the foreseeable future if the Project were not approved and development continued to occur in accordance with the City’s General Plan and consistent with available infrastructure and community services. No construction or demolition would occur on Parcels 1–4 or off-site. Although Parcel 5 is currently vacant and used for surface parking, Parcel 5 is designated for Regional Commercial land uses for Phase I (2010–2015), Phase II (2015–2025), and Phase III (2025–2035) of development under the City’s General Plan. City Council review and approval would be required to rezone Parcel 5 with the appropriate zoning classifications consistent with the General Plan designation. After rezoning and a General Plan Amendment for increased floor area ratio (FAR), Parcel 5 could be developed with approximately 825,000 gsf of Regional Commercial uses that would serve both City residents and the surrounding region.
- **Reduced Intensity Alternative.** The Reduced Intensity Alternative would include a 30 percent reduction in the amount of floor area compared with the Project. This reduction would involve substantially reducing the amount of office uses at all parcels, except for the City Center Zone. The Reduced Intensity Alternative would result in approximately 3.02 million gsf of office area, compared with 5.72 million gsf under the Project (Scheme A). All other land uses would have the same amount of area as proposed under Scheme A.
- **Increased Housing Alternative.** Under the Increased Housing Alternative, the 320,000 gsf of office space planned under the Project (Scheme A) for the Parcel 4 portion of the City Center would be replaced with 320,000 gsf of residential space. This alternative would result in 320 additional residential units, for a total of approximately 1,680 residential units at the Project site. The Increased Housing Alternative would include the same amount of retail, hotel, and entertainment uses as the Project (Scheme A).

Impacts and Mitigation Measures

Table ES-1, below, presents a summary of the impacts of the Project, proposed mitigation and improvement measures, and each impact's level of significance after mitigation. The environmental impacts are identified and classified as "Significant," "Less than Significant," or "No Impact." According to State CEQA Guidelines Section 15382, a significant impact is "... a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project..." State CEQA Guidelines Section 15126.4(a)(1) also states that an EIR "... shall describe feasible mitigation measures that could minimize significant adverse impacts..." In this Draft EIR, feasible mitigation measures are identified for impacts that have been labeled as "Significant" (S), as applicable. If the mitigation measure would reduce the impact to a less-than-significant level successfully, then the impact is identified as "Less than Significant" (LTS) in Table ES-1. However, if the mitigation measure would not reduce the impact to a less-than-significant level, or if there is no feasible mitigation measure, then Table ES-1 would classify the impact as "Significant and Unavoidable" (SU).

Table ES-2, below, identifies impacts that could result from implementation of identified mitigation measures. The secondary impact analysis from the construction of new intersections and a new soundwall also identifies mitigation measures to reduce, eliminate, or avoid the significant secondary impacts that are suggested. The secondary impact analysis is presented in Section 3.3, *Transportation/Traffic*, and Section 3.6, *Noise*.

Draft EIR Conclusions

In accordance with State CEQA Guidelines Section 15123(b)(3), this summary section must identify issues that are to be resolved, including whether or how to mitigate the significant effects and the choice among alternatives. Chapter 3 of the Draft EIR, *Environmental Impact Analysis*, presents mitigation measures to reduce or avoid the significant impacts that have been identified for the Project. In some instances, the Draft EIR identifies mitigation options to address specific impacts. During the CEQA environmental review process and Project consideration, the City will need to resolve which mitigation measures are suitable and whether they can effectively reduce impacts to a less-than-significant level. A Mitigation Monitoring and Reporting Program (MMRP) will be prepared to define the timing for implementation of the measures, the parties who will be responsible for implementation, and the parties who will be responsible for reporting and verifying implementation.

The Draft EIR identifies impacts that would remain significant and unavoidable, even after implementation of the proposed mitigation measures. Consequently, the City will need to determine whether to approve the Project as proposed and, if so, provide its rationale in a Statement of Overriding Considerations.

As noted above, Chapter 5, *Alternatives*, presents alternatives to the Project. Although the Reduced Intensity Alternative would be the environmentally superior alternative and would meet some Project objectives, none of the alternatives would avoid all of the significant and unavoidable impacts of the Project. The City will need to resolve whether these options, or others that have been considered, are preferable from an environmental and community perspective compared with the Project.

How to Comment on This Draft EIR

This Draft EIR is considered a draft under CEQA because it must be reviewed and commented upon by public agencies, organizations, and individuals before being finalized. This document is being distributed for a public review and comment period of 45 days. Readers are invited to submit written comments on the document. Comments are most helpful when they suggest specific alternatives or measures that would better mitigate significant environmental effects. Written comments should be submitted to:

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Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
3.1 Land Use			
<p>Impact LU-1: Conflicts with Adopted City Land Use Plans and Policies with Regard to the Jobs/Housing Balance. The Project would be inconsistent with the City’s General Plan policies aimed at improving the City’s jobs/housing balance which would result in secondary significant unavoidable impacts on traffic, air quality, and GHG emissions.</p>	S	<p>LU-1.1: Increase Residential Density in the City’s General Plan. During the next General Plan Update cycle, the City shall explore permitting higher residential densities in the City as well as allowing residential land uses in existing non-residential areas. Where feasible, the City shall target strategic areas of the City, specifically those closest to major employment and transit hubs, for new residential land uses and/or increased residential density.</p>	SU
<p>Impact LU-2: Conflicts with Airport Land Use Plan and City Policies Related to Airport Noise. The Project would be inconsistent with the Comprehensive Land Use Plan for the San José International Airport in relation to noise policies and the City’s General Plan related to Airport Noise.</p>	S (as disclosed under Impact NOI-5)	Implementation of Mitigation Measure NOI-1.3, as discussed in Section 3.6, <i>Noise</i> .	SU (as disclosed under Impact NOI-5)
<p>Impact LU-3: Conflicts with Adopted City Land Use Plans and Policies Other than Jobs/Housing Balance and Airport Noise. The Project would be generally consistent with applicable land use plans, policies, or regulations of an agency with jurisdiction over the Project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.</p>	LTS	None Required.	N/A

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact C-LU-1: Cumulative Land Use Impacts. The Project, in combination with other foreseeable development in the nine-county ABAG region, would be inconsistent with some applicable land use plans, policies, and regulations, including those policies aimed at improving the City’s jobs/housing balance.</p>	S	Mitigation Measure LU-1.1.	SU
3.2 Aesthetics			
<p>Impact AES-1: Degradation of Visual Character or Quality. Construction of the Project could change the recreational views along the Guadalupe River Trail. However, operation of the Project would not substantially degrade existing visual character or quality with implementation of the Master Community Plan Design Guidelines.</p>	S	<p>AES-1.1: Imported Material Storage. Soils from other parcels that are imported to Parcel 2 shall be stored in areas that are not within view of the Guadalupe River Trail. Alternatively, imported soils within view of the Guadalupe River Trail shall be distributed across Parcel 2 at a depth of 2 feet or less.</p> <p>AES-1.2: Early Implementation of Master Community Plan Landscaping Plan for Parcels 1 and 2. The existing golf course trees along the eastern edge of Parcel 2 shall be retained (leaving the view from the Guadalupe River trail unchanged) until such time as development on the eastern portion of Parcel 2 would necessitate their removal. The Project Developer shall implement the Landscaping Plan, as presented in the Master Community Plan, at the earliest feasible period, given the constraints and pacing of the development. Prior to planting and installation, the Landscaping Plan shall be submitted to the Planning Director for approval.</p>	LTS
<p>Impact AES-2: New Sources of Light and Glare. The Project could create a new source of substantial light or glare that could adversely affect daytime or nighttime views in the area.</p>	S	<p>AES-2.1: Installation of Low-Profile Lighting. The Project Developer shall install low-profile, low-intensity lighting directed downward to minimize light and glare.</p> <p>AES-2.2: Installation of Shielded Fixtures. The Project Developer shall use shielded fixtures for street lighting</p>	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact C-AES-1: Cumulative Degradation of Aesthetics. The Project, in combination with other foreseeable development in the surrounding area, would not have a significant cumulative impact on visual character or quality and would not cumulatively contribute to new sources of light and glare. This cumulative impact is less than significant.</p>	LTS	<p>and park lighting to minimize spill onto the public right-of-way and glare produced by the lighting on the Project site.</p> <p>AES-2.3: Treat Reflective Surfaces. The Project Developer shall ensure application of low-emissivity coating on exterior glass surfaces of the proposed structures for the purpose of reducing reflection of visible light that strikes the glass exterior and reduction in the amount of interior light being emitted through the glass.</p> <p>AES-2.4: Provide Obstruction for Glare from Vehicle Headlights in the Proposed Garages. The Project Developer shall ensure that through the architectural design of the parking garages and through or in combination with landscaping or physical screening at the parking structures glare from vehicle headlights shall be screened from off-site viewers.</p> <p>None Required.</p>	N/A

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
3.3 Transportation			
<p>Impact TRA-1: Signalized (Off-Site) Intersections. The Project would add traffic to certain signalized intersections, causing them to operate at unacceptable levels of service or worsen unacceptable levels of service under existing with-Project or background with-Project conditions.</p>	S	<p>TRA-1.1: Vehicle Trip Reduction with Transportation Demand Management (TDM). The Project Developer shall prepare and implement a TDM Plan with an overall target of reducing Project office-generated daily traffic by a minimum of 4 percent and peak-hour traffic by a minimum of 10 percent, with an overall target of reducing Project residential-generated daily traffic by a minimum of 2 percent and peak-hour traffic by a minimum of 4 percent, compared to the traffic estimates used in this EIR. The TDM Plan shall also include and implement TDM Best Management Practices (BMPs) for the retail uses. The TDM Plan shall reduce the amount of vehicle traffic generated by City Place by shifting employees, customers, and residents from driving alone to using transit, carpooling, cycling, and walking modes through TDM measures, strategies, incentives, and policies. The TDM obligation in this measure is to apply for the lifetime of the Project. The TDM Plan may specify a phased implementation approach that provides initially for implementation of the TDM measures that are appropriate for multi-tenant offices (e.g., measures aimed at increased transit use), which are expected to be developed during the first three phases of development, and then provides for more expansive TDM measures that are appropriate for large corporate office tenants in the remaining phases (such as shuttles).The Santa Clara Director of Planning and Inspection shall have the authority and discretion to permit modification of the measures provided that the modifications continue to achieve the overall trip reduction objective and/or Santa</p>	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>Clara Director of Planning and Inspection is satisfied that all feasible TDM measures are being implemented if the overall trip reduction objective is not being met.</p> <p>Additional details regarding vehicle trip reduction targets; vehicle trip thresholds; TDM measures and strategies for office, residential, and retail uses; monitoring and reporting; and remedial action are provided in Section 3.3, <i>Transportation/Traffic</i>.</p> <p>TRA-1.2: Intersection Improvements. The intersection improvements and off-setting mitigation measures summarized in Table 3.3-20 shall be implemented, and Project Developer shall pay the fair-share contributions for the mitigation measures summarized in Table 3.3-20. The intent of the table is to identify, based on a preliminary feasibility determination, physically feasible intersection mitigation measures (e.g., lane additions) that increase the intersection's vehicle carrying capacity and reduce vehicle delay while fully mitigating the impacts. As described below, feasible mitigation measures that fully mitigate the impacts were identified at some locations. However, at other locations, measures that provide only partial mitigation were identified because of physical constraints. Although these mitigation measures do not fully address the impact, they do help reduce the severity of the impact. For intersections where there are no feasible physical improvements, off-setting mitigation measures were investigated. These measures would provide improvements to other modes of travel, thereby increasing the capacity of the transportation system. At some intersections no feasible improvement or off-setting mitigation measures were identified.</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>The four potential entries are:</p> <ul style="list-style-type: none"> • Full Mitigation: At the affected intersection, a physical modification to the intersection that would fully mitigate the impact was identified. This could be accomplished by adding vehicle lanes or upgrading an intersection to an interchange or “fly-over.” These improvements would reduce vehicle delays and fully mitigate Project impacts at several intersections by allowing the intersections to operate at acceptable levels, with delays that would be lower than they would be under no-project conditions, or with less than a 4-second increase in critical delay at intersections that operate at unacceptable levels. • Partial Mitigation: At the affected intersection, a physical modification to the intersection that would partially mitigate the impact was identified. The proposed measure mitigates the impact during one peak hour but not the other or reduces the delay but not enough to mitigate the impact. • Off-setting Mitigation: In the North San José Deficiency Plan area, off-setting local street network, transit, bicycle, or pedestrian improvements were identified to accommodate future travel growth but not directly mitigate the intersection with the identified impact. • No Feasible Mitigation: No physical improvements or off-setting mitigation measures were identified, typically because of physical limitations, costs, and/or right-of-way constraints. <p>Some of the intersection improvements would require right-of-way (ROW) acquisition. A preliminary review of ROW constraints was done by viewing aerial photography</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>as a part of the mitigation measure feasibility assessment. An intersection was identified as having ROW constraints if the mitigation measure would include widening the roadway or relocating aboveground utilities. (Use of the center median and “pork-chop” islands was not considered as roadway widening.) If the removal of bicycle facilities was required, the ROW required was defined as “possible.” If the City makes a final determination that a portion or all of an improvement is not feasible because ROW cannot be acquired or for other reasons, the improvement, or infeasible portion, shall not be implemented and, if none of the improvement is feasible, and no off-setting mitigation measure is identified, that intersection shall be considered to have “no feasible mitigation.”</p> <p>The Project Developer’s responsibility is included in Table 3-3.20, which indicates if the Project Developer would be wholly or partially responsible for the mitigation measure.</p> <ul style="list-style-type: none"> • As seen in the table, “100 percent” indicates that the cost and construction of the proposed mitigation measure is the full responsibility of the Project Developer. These are discrete mitigation measures that either fully or partially mitigate significant Project impacts. • “Percent of total traffic” indicates that the Project Developer shall pay a fair-share contribution to the proposed mitigation measure, which is typically a larger transportation improvement, such as an expressway interchange, that has been identified in an adopted plan. Twelve of the intersections are on the County expressway system and are identified in the 	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact TRA-2: Unsignalized (Off-Site) Intersections. The Project would add a considerable amount of traffic to certain unsignalized intersections that would operate unacceptably under background with-Project conditions.</p>	S	<p>County’s Expressway Plan to be upgraded to an interchange or “fly-over.” The Project Developer shall pay its fair share toward these interchange upgrades per agreements between Santa Clara County and the City of Santa Clara.</p> <ul style="list-style-type: none"> • “Pay the North San José fee or fair-share contribution of alternative or off-setting mitigation” is identified for affected intersections in the North San José area. There are two options for these locations. The Project Developer can pay the North San José fee or a fair-share contribution for the mitigation measure or off-setting mitigation measure based on the Project’s percent contribution of added traffic at the intersection. • Where there is no feasible mitigation measure, no fair share is identified (0 percent). <p>The City-preferred mitigation measure is identified where there is more than one mitigation option.</p> <p>Mitigation Measure TRA-1.1, plus: TRA-2.1: Traffic Signal Installation. Install a traffic signal at Intersection 109, Liberty Street/Taylor Street once the traffic volumes meet the warrant requirements. The intersection of Liberty Street/Taylor Street is located in San José; the installation of a traffic signal would need to be approved by the City of San José. Therefore, there is no assurance that this mitigation measure would be implemented and the impact would remain significant and unavoidable.</p>	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact TRA-3: Freeway Segments. The Project would add traffic to certain freeway segments, causing them to operate at unacceptable levels of service or worsen existing unacceptable levels of service.</p>	S	<p>TRA-2.2: Traffic Signal Installation. Install a traffic signal at Intersection 114, Calle Del Sol/Calle De Luna, once the traffic volumes meet the warrant requirements. This improvement would reduce the impact to less than significant.</p> <p>Mitigation Measure TRA-1.1, plus:</p> <p>TRA-3.1: Freeway Segment Improvements. The Project Developer will make a voluntary contribution toward the VTP’s 2040 Express Lane Projects (VTP 2040 project numbers H2, H3, H4, H5, H6, H7, and H15) and Countywide Freeway Traffic Operation System and Ramp Metering Improvements (VTP 2040 project number S83). These VTP 2040 projects (H2, H3, H4, H5, H6, H7, H15, and S83), once fully funded and constructed, will enhance travel choices for Project travelers and make more efficient use of the transportation network. However, these freeway operations enhancements would not improve operations on the affected freeway segments to less-than-significant levels.</p>	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact TRA-1a: Signalized (Off-Site) Intersections with Phases 1, 2 and 3. Phases 1, 2, and 3 of the Project would add traffic to certain signalized intersections, causing them to operate at unacceptable levels of service or worsen unacceptable levels of service under existing conditions.</p>	S	<p>Mitigation Measure TRA-1.1, plus: <i>TRA-1a.1: Intersection Improvements for Existing with Project Phases 1, 2, and 3.</i> The intersection improvements and off-setting mitigation measures summarized in Table 3.3-26 shall be implemented, and Project Developer shall pay the fair-share contributions for the mitigation measures summarized in Table 3.3-26. (This table also includes impacts and mitigation measures for the full Project for comparison purposes.) These improvements will reduce vehicle delays and fully mitigate Project impacts at several intersections by allowing the intersections to operate at acceptable levels, with delays that would be lower than they would be under no-project conditions, or with less than a 4-second increase in critical delay at intersections that operate at unacceptable levels. Table 3.3-26 also contains physical improvements for select intersections that will reduce the delay, but not to a level that mitigates the impact.</p> <p>Some of the intersection improvements would require ROW acquisition. A preliminary review of ROW constraints was done by viewing aerial photography as a part of the mitigation measure feasibility assessment. An intersection was identified as having ROW constraints if the mitigation measure would include widening the roadway or relocating aboveground utilities. (Use of the center median and “pork-chop” islands was not considered as roadway widening.) If the removal of bicycle facilities was required, the ROW required was defined as “possible.” If the City makes a final determination that a portion or all of an improvement is not feasible because ROW cannot be acquired or for other</p>	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact TRA-3a: Freeway Segments. Phases 1, 2, and 3 of the Project on Parcels 4 and 5 would add traffic to certain freeway segments, causing them to operate at unacceptable levels of service or worsen existing unacceptable levels of service.</p>	S	<p>reasons, the improvement, or infeasible portion, shall not be implemented and, if none of the improvement is feasible, and no off-setting mitigation measure is identified, that intersection shall be considered to have “no feasible mitigation.”</p> <p>Mitigation Measures TRA-1.1 and TRA-3.1.</p>	SU
<p>Impact TRA-4: On-site Intersections on Parcels 4 and 5. The Project would provide an on-site street network on Parcels 4 and 5 with connections to the surrounding local streets and adequate lane configurations and traffic control devices.</p>	LTS	None Required.	N/A
<p>Impact TRA-5: On-site Intersections on Parcels 1, 2, and 3. The on-site roadway system for Parcels 1, 2, and 3 has not yet been designed but could result in inadequate connections to the surrounding local streets and inadequate intersection lane configurations and traffic control devices, resulting in a roadway system that does not meet City of Santa Clara standards.</p>	S	<p>TRA-5.1: Transportation Design Review. The site plans for Parcels 1, 2, and 3 will undergo a design review by the City to ensure that City design standards are adhered to prior to construction. This review shall include an on-site intersection analysis prior to development plan approval. The on-site analysis shall include an intersection operations analysis to develop intersection traffic controls and lane geometries that meet City of Santa Clara traffic standards. These parcels shall also be reviewed for:</p> <ul style="list-style-type: none"> • Inbound queuing at parking facilities to ensure that queues do not block public streets and local streets • Emergency vehicle access and circulation • Vehicular circulation • Parking layout and circulation within the site • Bicycle access and circulation 	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact TRA-6: Intersections with Access Variant Scheme. With the access variant, the Project would add traffic to certain nearby intersections, causing them to operate at unacceptable levels of service or worsen existing unacceptable levels of service.</p>	S	<ul style="list-style-type: none"> • Pedestrian access and circulation • Pedestrian access to and from transit stops • Truck circulation and loading dock access for commercial parcels <p>Mitigation Measure TRA-1.1, plus:</p> <p>TRA-6.1: Intersection Improvements. The intersection improvements summarized in Table 3.3-35 shall be implemented. These improvements will reduce vehicle delays and fully mitigate Project impacts at several intersections by allowing them to operate at acceptable levels, with delays that would be lower than they would be under no-project conditions, or with less than a 4-second increase in critical delay for intersections that operate at unacceptable levels.</p> <p>Table 3.3-35 also contains physical improvements for select intersections that will reduce the delay, but not to a level that fully mitigates the impact.</p> <p>Some of the intersection improvements would require ROW acquisition. A preliminary review of ROW constraints was done by viewing aerial photography as a part of the mitigation measure feasibility assessment. An intersection was identified as having ROW constraints if the mitigation measure would include widening the roadway or relocating aboveground utilities. (Use of the center median and “pork-chop” islands was not considered as roadway widening.) If the removal of bicycle facilities was required, the ROW required was defined as “possible.” If the City makes a final determination that a portion or all of an improvement is not feasible because ROW cannot be acquired or for other reasons, the improvement, or infeasible portion, shall not</p>	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>be implemented and, if none of the improvement is feasible, that intersection shall be considered to have “no feasible mitigation.”</p> <p>TRA-6.2: Intersection Improvements for Phases 1, 2 and 3. The intersection improvements summarized in Table 3.3-36 shall be implemented. These improvements will reduce vehicle delays and fully mitigate Project impacts at several intersections by allowing the intersections to operate at acceptable levels, with delays that would be lower than they would be under no-project conditions, or with less than a 4-second increase in critical delay for intersections that operate at unacceptable levels.</p> <p>Table 3.3-36 also contains physical improvements for select intersections that will reduce the delay, but not to a level that mitigates the impact.</p> <p>Some of the intersection improvements would require ROW acquisition. A preliminary review of ROW constraints was done by viewing aerial photography as a part of the mitigation measure feasibility assessment. An intersection was identified as having ROW constraints if the mitigation measure would include widening the roadway or relocating aboveground utilities. (Use of the center median and “pork-chop” islands was not considered as roadway widening.) If the removal of bicycle facilities was required, the ROW required was defined as “possible.” If the City makes a final determination that a portion or all of an improvement is not feasible because ROW cannot be acquired or for other reasons, the improvement, or infeasible portion, shall not be implemented and, if none of the improvement is feasible, that intersection shall be considered to have “no feasible mitigation.”</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact TRA-7: Pedestrian Facilities. The Project would generate substantial numbers of pedestrians traveling to transit stops along routes where sidewalk gaps exist, thus creating a hazardous condition for pedestrians.</p>	S	<p>TRA-7.1 : Sidewalk Gap Closure on Tasman Drive on the Lafayette Street overcrossing extending east to Calle Del Sol. The Project Developer shall construct a sidewalk on the north side of Tasman Drive on the Lafayette Street overcrossing and extending east to Calle Del Sol. Constructing a sidewalk on the Lafayette Street overcrossing may require widening the bridge structure or cantilevering the sidewalk along the northern edge. However, these improvements may be physically infeasible. The Project Developer does not control all of the Tasman East property, and, therefore, cannot be responsible for installing a sidewalk between the overcrossing and Calle Del Sol.</p>	SU
<p>Impact TRA-8: Bicycle Facilities. The Project would provide a complete on-site on-street bicycle network and connections to the Bay Trail, San Tomas Aquino Creek Trail, Guadalupe River Trail, and other existing and planned bicycle facilities.</p>	LTS	None Required.	N/A
<p>Impact TRA-9: Transit Vehicle Capacity. The Project would generate public transit ridership that could use available transit capacity.</p>	LTS	None Required.	N/A
<p>Impact TRA-10: Great America Station Platform Passenger Capacity. The Project would generate additional ACE and Capitol Corridor rail riders, which could be accommodated within the passenger waiting area at Great America Station.</p>	LTS	None Required.	N/A
<p>Impact TRA-11: Transit Operations. The Project would generate considerable amounts of traffic congestion at intersections on bus and light-rail routes in the study area, thereby increasing the travel times of buses and light-rail vehicles.</p>	S	No feasible mitigation measures.	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact TRA-12: Emergency Access. The Project may relocate an existing fire station to one of two location options on Great America Parkway. Either location would reduce emergency vehicle response times to locations north, west, and south of the site. Response times to locations to the east would increase 1.1 to 1.2 minutes, depending on the option. These increases are below the threshold.</p>	LTS	None Required.	N/A
<p>Impact TRA-13: Parking. The Project would provide a sufficient amount of vehicle and bicycle parking on-site.</p>	LTS	None Required.	N/A
<p>Impact TRA-14: Signalized (Off-Site) Intersections in Cumulative with-Project Conditions. Increases in traffic associated with the Project under cumulative with-Project conditions would result in considerable contributions at signalized intersections operating at unacceptable levels of service during both peak hours.</p>	S	<p>Mitigation Measure TRA-1.1, plus: TRA-14.1: Signalized Intersection Improvements. The intersection improvements and off-setting mitigation measures summarized in Table 3.3-20 shall be implemented and Project Developer shall pay the fair-share contributions for the mitigation measures summarized in Table 3.3-20, The Project Developer shall also pay the fair-share contribution for the additional intersections or off-setting mitigation measure identified in Table 3.3-50. The improvements will reduce vehicle delays and fully mitigate cumulative impacts at several intersections by allowing the intersections to operate at acceptable levels, with delays that would be less than they would be under no-project conditions, or with less than a 4-second increase in critical delay for intersections that operate at unacceptable levels. Table 3.3-50 also contains physical improvements for select intersections that will reduce the delay, but not to less than no-project conditions such that the Project’s effects would remain cumulatively considerable.</p>	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact TRA-15: Unsignalized (Off-Site) Intersections in Cumulative with-Project Conditions. The Project would add a considerable amount of traffic to unsignalized intersections that operate at LOS F and that meet the peak hour traffic signal warrant under cumulative with-Project conditions.</p>	S	<p>Some of the intersection improvements would require ROW acquisition. A preliminary review of ROW constraints was done by viewing aerial photography as a part of the mitigation measure feasibility assessment. An intersection was identified as having ROW constraints if the mitigation measure would include widening the roadway or relocating aboveground utilities. (Use of the center median and “pork-chop” islands was not considered as roadway widening.) If the removal of bicycle facilities was required, the ROW required was defined as “possible.” If the City makes a final determination that a portion or all of an improvement or mitigation is not feasible because ROW cannot be acquired or for other reasons, the improvement, or infeasible portion, shall not be implemented and, if none of the improvement is feasible, that intersection shall be considered to have “no feasible mitigation.”</p> <p>Mitigation Measures TRA-1.1 and TRA-2.2.</p>	LTS
<p>Impact TRA-16: Cumulative with-Project Access Variant Intersections. Increases in traffic associated with the Project under cumulative with-Project conditions would result in considerable contributions at intersections operating at unacceptable levels of service during both peak hours with the Project Variant Access Scheme.</p>	S	<p>TRA-16.1: Intersection Improvements. The intersection improvements summarized in Table 3.3-54 shall be implemented. Some of the intersection improvements would require ROW acquisition. A preliminary review of ROW constraints was done by viewing aerial photography as a part of the mitigation measure feasibility assessment. An intersection was identified as having ROW constraints</p>	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact TRA-17: Impacts on Freeway Segments under Cumulative with-Project Conditions. Increases in traffic associated with the Project under the cumulative with-Project conditions would result in considerable contributions to numerous freeway segments with cumulative impacts.</p>	S	<p>if the mitigation measure would include widening the roadway or relocating aboveground utilities. (Use of the center median and “pork-chop” islands was not considered as roadway widening.) If the removal of bicycle facilities was required, the ROW required was defined as “possible.” If the City makes a final determination that a portion or all of an improvement or mitigation is not feasible because ROW cannot be acquired or for other reasons, the improvement, or infeasible portion, shall not be implemented and, if none of the improvement is feasible, that intersection shall be considered to have “no feasible mitigation.”</p> <p>Mitigation Measures TRA-1.1 and TRA-4.1.</p>	SU
<p>Impact TRA-18: Construction Traffic. Construction traffic would result in short-term increases in traffic volumes that would cause significant impacts on intersection and freeway segment levels of service and temporary road closures requiring detours for vehicles accessing the Great America ACE/Capitol Corridor Station.</p>	S	<p>TRA-18.1: Construction Management. Prior to the issuance of each building permit, the Project Developer and construction contractor shall meet with the Public Works Department to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion during construction of the Project and develop acceptable detour routes for emergency vehicles and for shuttles to the Great America ACE/Capitol Corridor station. The Project Developer shall prepare a Construction Management Plan for review and approval by the Public Works Department. The plan, which shall be</p>	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>implemented during construction, shall include at least the following items and requirements:</p> <ul style="list-style-type: none"> • A set of comprehensive traffic control measures, including detour signs if required, lane closure procedures, sidewalk closure procedures, signs, cones for drivers, and designated construction access routes. • Notification procedures for adjacent property owners, the public, transit operators, and public safety personnel regarding when detours and lane closures will occur. • Location of construction staging areas for materials, equipment, and vehicles (must be located on the Project site). • Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular, pedestrian, and transit vehicle traffic, circulation and safety; and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected. Construction vehicles shall be required to use designated truck/haul routes. • Provisions for removal of trash generated by Project construction activity. • A process for responding to and tracking complaints pertaining to construction activity. • Construction vehicles and construction workers shall not be allowed to park in adjacent residential neighborhoods. Construction vehicles will be required to park either in the construction zone or in the temporary parking lots. 	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact TRA-19: Intersections with Special Event Traffic. Project traffic would exacerbate unacceptable levels of service at intersections near the site and Levi’s Stadium during special events.</p>	S	<p><i>TRA-19.1: Modified Traffic Management and Operations Plan (TMOP) and Project Traffic and Parking Management Plan.</i> Modify the City’s TMOP to include plans to direct stadium traffic to the new parking locations on the site. (Some of the office parking areas will be used during special events.) A separate traffic and parking management plan shall be developed for the Project by the Project Developer and approved by the Director of Planning and Inspection and/or the Director of Public works. This plan would address:</p> <ul style="list-style-type: none"> • Parking areas to be used by office employees (versus stadium parking); • Project customer/employee parking (versus stadium parking); • Access and egress routes for vehicles to the site, taking into consideration the lane and roadway segment closures used to direct stadium traffic; • A communications plan to inform customers and employees of game-day operations; and • Operational improvements such as signal timing and coordination to maximize efficiency of the streets during peak periods. <p>Performance goals that reflect a successful traffic and parking management plan would be contained in the plan and may include items such as:</p> <ul style="list-style-type: none"> • Maintaining vehicular access to the Project with acceptable increases in travel times compared to non-game day conditions; • Limited vehicle queuing within the Project site such that no internal circulation roadways are blocked; and 	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<ul style="list-style-type: none"> Limited vehicle queuing extending from parking facilities within the Project onto external public roadways. <p>Even with mitigation, the local streets near the Project site would operate at an unacceptable LOS due to vehicle demand exceeding capacity. Widening roadways or intersections to increase capacity was considered as mitigation but rejected due to utility and secondary impacts. Street widening would provide capacity that would be needed only on game days and not at other times. The City of Santa Clara General Plan has policies to discourage the widening of existing roadways without first considering operational improvements such as the items included in the existing TMOP and items that will be included in the TDM Plan.</p>	
3.4 Air Quality			
<p>Impact AQ-1: Conflict with Air Quality Plan. The Project would conflict with or obstruct implementation of the applicable air quality plan.</p>	S	No feasible mitigation measures.	SU
<p>Impact AQ-2: Construction Criteria Air Pollutant Emissions. Construction activities at the Project site would result in the generation of regional criteria pollutant emissions during construction in excess of Bay Area Air Quality Management District thresholds.</p>	S	<p>AQ-2.1: Utilize Clean Diesel-Powered Equipment during Construction to Control Construction-Related Reactive Organic Gas (ROG) and Oxides of Nitrogen (NOX) Emissions. The Project Developer shall ensure that all off-road diesel-powered equipment used during construction between 2017 and 2022 is equipped with the U.S. Environmental Protection Agency (EPA) Tier 3 or cleaner engines, except for specialized construction equipment for which an EPA Tier 3 engine is not available. Consistent with advancements of the statewide fleet average, the Project Developer shall ensure that all off-road diesel-</p>	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>powered equipment used during construction between 2023 and 2030 is equipped with EPA Tier 4 engines, except for specialized construction equipment for which an EPA Tier 4 engine is not available. This requirement will ensure construction equipment remains cleaner than the fleet-wide average.⁵</p> <p>AQ-2.2: Use Modern Fleet for On-Road Material Delivery and Haul Trucks during Construction. The Project Developer shall ensure that all on-road heavy-duty diesel trucks with a gross vehicle weight rating of 19,500 pounds or greater used at the Project site comply with EPA 2007 on-road emissions standards for PM10 and NOX (0.01 grams per brake horsepower-hour [g/bhp-hr] and 0.20 g/bhp-hr, respectively).</p> <p>AQ-2.3: Implement Bay Area Air Quality Management District (BAAQMD) Additional Construction Mitigation Measures to Reduce Construction-Related Dust and Exhaust Emissions. The Project Developer shall require all construction contractors to implement the specific construction mitigation measures below to reduce fugitive dust and equipment exhaust emissions. Emission reduction measures shall include, at a minimum, the following measures. Alternative measures may be identified by the Project Developer or its contractor, as appropriate, provided that they are as effective as the measures below. Alternative measures shall be submitted to the City of Santa Clara for approval.</p>	

⁵ As explained in MM AQ-6.1, below, as necessary to reduce cancer risk to on-site sensitive receptors related to construction diesel particulate matter emissions to a level below the BAAQMD, the Project Developer may need to use Tier 4 equipment after occupancy of on-site residences or daycare centers, or may use other appropriate measures (see AQ-6.1). If Tier 4 equipment is used earlier than 2023, this may reduce the amount of mitigation required in MM AQ-2.4.

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<ul style="list-style-type: none"> • All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. If water infiltration into landfill refuse layers is a concern, non-toxic soil stabilizers may be used instead. • All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 miles per hour (mph) for a period of 2 hours or more. • Windbreaks (e.g., fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Windbreaks shall have at maximum 50 percent air porosity. • Exposed ground areas that are to be reworked more than 1 month after initial grading should be sown with fast-germinating native grass seed and watered appropriately until vegetation is established. If grass seeding is not feasible, then non-toxic soil stabilizers may be used. • All construction trucks and equipment, including tires, involved in ground disturbance or transit through loose soil areas shall be washed off prior to leaving the site. • Site accesses to a distance of 25 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel. Alternatively, a rumble plate may be used in place of chips, mulch, or gravel. 	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<ul style="list-style-type: none"> • Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than 1 percent. • Idling time of diesel powered construction equipment shall be limited to 2 minutes. • All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of PM and NOX. • All contractors shall use equipment that meets the California Air Resources Board’s (ARB’s) most recent certification standard for off-road heavy-duty diesel engines. <p>AQ-2.4: Offset NOX Emissions Generated during Construction that Are above BAAQMD NOX Average Daily Emission Threshold. The Project Developer shall track construction activity, estimate emissions, and enter into a construction mitigation contract with BAAQMD to offset NOX emissions that exceed BAAQMD NOX average daily threshold of 54 pounds per day.</p> <p>The average daily emissions shall be calculated on an annual basis by determining total construction-related NO_x emissions in each calendar year and dividing by the number of actual workdays in that calendar year. BAAQMD will use the mitigation fees provided by the Project Developer to implement emissions reduction efforts that offset Project NO_x emissions that exceed BAAQMD threshold.</p> <p>Implementation of this mitigation measure shall apply only to Phase 1 through Phase 4 construction on Parcels 4 and 5 because only construction on Parcels 4 and 5 has</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>the potential to exceed the BAAMQD average daily NO_x threshold on an annual basis, depending on construction sequencing and overlapping activity.</p> <p>This mitigation includes the following specific requirements:</p> <ul style="list-style-type: none"> • The Project Developer shall require construction contractors to provide annual construction activity monitoring data for Phases 1 through 4 to estimate actual construction emissions, including the effect of equipment emissions reduction measures. The Project Developer shall submit the annual construction activity monitoring data and an estimate of actual annual construction emissions to the City and BAAQMD for review by February 1 of each year for the prior construction year. The City shall examine the construction activity monitoring to ensure it is representative, and BAAMQD shall examine the emissions estimate to ensure it is calculated properly. • After acceptance of the emissions estimates by BAAQMD for the prior year, the Project Developer shall submit mitigation fees to BAAQMD to fund offsets for the portion of annual emissions that exceed the average daily NO_x threshold. The mitigation fees shall be based on the mitigation contract with BAAQMD (see discussion below) but shall not exceed the emissions-reduction project cost-effectiveness limit set for the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) for the year in which mitigation fees are paid. The current Carl Moyer Program cost-effectiveness limit is \$18,030 per weighted ton of criteria pollutants (NO_x + ROG + 	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>[20*PM]). An administrative fee of 5 percent shall be paid by the Project Developer to BAAQMD to implement the program.</p> <ul style="list-style-type: none"> • The mitigation fees shall be used by BAAQMD to fund projects that are eligible for funding under the Carl Moyer Program guidelines or other BAAMQD emissions-reduction incentive programs that meet the Carl Moyer Program cost-effectiveness threshold and are real, surplus, quantifiable, and enforceable. • The Project Developer shall enter into a mitigation contract with BAAQMD for the emissions-reduction incentive program. The mitigation contract shall include the following: <ul style="list-style-type: none"> ▪ Identification of appropriate off-site mitigation fees required for the Project. ▪ Timing for submission of mitigation fees. ▪ Processing of mitigation fees paid by the Project Developer. ▪ Verification of emissions estimates submitted by the Project Developer. ▪ Verification that off-site fees are applied to appropriate mitigation programs within the SFBAAB. • The mitigation fees shall be submitted within 4 weeks after BAAQMD accepts an emissions estimate provided by the Project Developer showing that the average daily NOX threshold was exceeded (when measured on an annual basis). 	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact AQ-3: Operational Criteria Air Pollutant Emissions. The Project would result in the generation of regional criteria pollutant emissions during operation in excess of BAAQMD thresholds.</p>	S	Mitigation Measures GHG-1.2 and TRA-1.1.	SU
<p>Impact AQ-4: Generation of Regional Criteria Pollutant Emissions During Combined Project Construction and Operation. The Project would generate regional criteria pollutant emissions during combined Project construction and operation in excess of BAAQMD thresholds.</p>	S	Mitigation Measures AQ-2.1 through AQ-2.4.	SU
<p>Impact AQ-5: Exposure of Sensitive Receptors to Carbon Monoxide Hot Spots. The Project would not result in a significant exposure of sensitive receptors to potential carbon monoxide hot spots.</p>	LTS	None required	N/A
<p>Impact AQ-6: Exposure of Sensitive Receptors to Toxic Air Contaminant Emissions during Construction. Project construction emissions would result in the exposure of sensitive receptors to localized TAC.</p>	S	<p><i>AQ-6.1: Assess Construction Diesel Particulate Matter (DPM) Emissions Potential Prior to Construction, Utilize Clean Diesel-Powered Equipment, Filtration Systems, and/or other Measures as Necessary to Reduce Cancer Risks Associated with DPM during Construction.</i> This measure only applies to construction that occurs after the first occupancy of on-site residences or daycare centers. The Project Developer shall implement the following measures, as necessary, to reduce cancer risks associated with DPM during construction to a level less than BAAMQD incremental cancer risk threshold of 10 in 1 million:</p> <ul style="list-style-type: none"> Revised Health Risk Assessment (HRA): The Project Developer may choose to assess the potential construction DPM emissions later in the design phase, but prior to construction, and to prepare a revised HRA 	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>using updated construction equipment activity data and submit to the City for review. If the revised HRA demonstrates, to the satisfaction of the City, that the cancer risk for construction of the entire Project at all potentially exposed on-site and off-site sensitive receptors will be less than BAAMQD threshold cited, then no additional mitigation is necessary. If the revised HRA demonstrates, to the satisfaction of the City, that the cancer risk for construction of the entire Project at some of the on-site or off-site sensitive receptors will be less than presented in the EIR but still over the BAAMQD threshold, then some of the mitigation below may not be necessary.</p> <ul style="list-style-type: none"> • As necessary to reduce cancer risks below the BAAQMD threshold in light of projected DPM emissions and exposure and other mitigation (MM AQ-2.1 through MM AQ-2.3 and MM GHG-1.1), one or more of the following measures shall be implemented and the Project Developer will provide updated modeling to the City demonstrating that all on-site risks are reduced to below the BAAMQD threshold level: <ul style="list-style-type: none"> ▪ Tier 4 Construction Equipment. The Project Developer shall ensure that all off-road diesel-powered equipment used during construction after occupancy of on-site residences or on-site daycare centers is equipped with EPA Tier 4 or cleaner engines, except for specialized construction equipment for which an EPA Tier 4 engine is not available. This requirement would be in addition to the clean diesel requirements in Mitigation Measure AQ-2.1. 	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact AQ-7: Exposure of Existing or New Sensitive Receptors to Operational Toxic Air Contaminant Emissions. The Project would result in the exposure of existing or new sensitive receptors to TAC emissions during operation.</p>	S	<ul style="list-style-type: none"> ▪ Install Filtration Systems on Ventilation and Recirculation Systems. Filtration systems shall be installed on ventilation and recirculation systems within on-site residences and for the heating, cooling, or ventilation systems serving daycare centers. All filters must be rated MERV-13 or higher. The Project Developer shall submit a plan for installation and maintenance of all filters in accordance with the manufacturer’s recommendations to the City prior to approval of the first building permits. ▪ Employ other reduction measures, such as High Performance Renewable (HPR) Diesel Fuel, that would reduce DPM. Proposals for alternative reduction measures shall be submitted to the City for review and approval, including evidence of the particulate reduction and/or risk reduction effectiveness of the proposed alternative measures. <p><i>AQ-7.1: Provide Filtration Systems for On-site Residences and Daycare Centers as Necessary to Reduce Operational Cancer Risks and Exposure to Particulate Matter 2.5 Microns in Diameter or Less (PM2.5).</i> This measure only applies to on-site residences and daycare centers. The Project Developer shall implement the following measures, as necessary, to reduce cancer risks to a level less than BAAQMD project-level thresholds:</p> <ul style="list-style-type: none"> • Revised HRA: The Project Developer may choose to reassess the potential on-site cancer risk and PM2.5 concentrations to be experienced by on-site residential 	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact AQ-8: Exposure of Sensitive Receptors to Asbestos During Construction. The Project would not result in significant exposure of sensitive receptors to asbestos during demolition activities.</p>	LTS	None Required	LTS

receptors and on-site daycare centers later in the design phase, but prior to occupancy, and to prepare a revised HRA using updated receptor location information and more detailed assessment of risks associated with existing and Project operational sources and submit to the City for review. If the revised HRA demonstrates, to the satisfaction of the City, that the cancer risk and exposure to PM2.5 for all potentially exposed on-site receptors will be less than BAAMQD project-level thresholds, then no additional mitigation is necessary. If the revised HRA demonstrates, to the satisfaction of the City, that the cancer risk or exposure to PM2.5 for on-site sensitive receptors will be less than presented in the EIR but still over BAAMQD threshold, then the mitigation effort may be less.

- Install Filtration Systems on Ventilation and Recirculation Systems. Filtration systems shall be installed on ventilation and recirculation systems within on-site residences and the heating, cooling, and ventilation systems that serve daycare centers that are exposed to risks above BAAQMD thresholds due to individual existing sources. All filters must be rated MERV 13 or higher. The Project Developer shall submit a plan for installation and maintenance of all filters in accordance with the manufacturer’s recommendations to the City prior to approval of the first building permits.

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
Impact AQ-9: Objectionable Odors. The Project could create objectionable odors affecting a substantial number of people.	S	Mitigation Measure HAZ-2.1.	LTS
Impact C-AQ-1: Cumulative Criteria Pollutants. The Project would result in a cumulatively considerable net increase in criteria pollutants for which the Project region is a nonattainment area for an applicable federal or State ambient air quality standard.	S	Mitigation Measures AQ-2.1 through AQ-2.4.	SU
Impact C-AQ-2: Cumulative Health Risks. The Project’s TAC emissions could contribute to cumulative exposure health risks of sensitive receptors. The Project would also locate new receptors where they would be exposed to cumulative health risks due to cumulative TAC emissions.	S	Mitigation Measures AQ-2.1 through AQ-2.3, AQ-6.1, and AQ-7.1.	SU
3.5 Greenhouse Gas Emissions			
Impact GHG-1: Greenhouse Gas Emissions. The Project would generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.	S	Mitigation Measure TRA-1.1, plus: <i>GHG-1.1: Utilize Alternative Fuels during Construction.</i> Require construction contractors to use alternative fuels in at least 30 percent of the construction equipment that uses diesel fuel. Alternative fuels may include electricity, compressed natural gas (CNG), biodiesel (B-20), or renewable diesel, such as diesel high-performance renewable (HPR). <i>GHG-1.2: Operational GHG Emissions Reduction Measures.</i> The Project Developer shall implement the operational GHG emissions reduction strategies described below:	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<ol style="list-style-type: none"> 1. Energy Efficiency: The Project’s energy efficiency shall be 15 percent better than the 2013 Title 24 requirements or shall meet the Title 24 requirements that are applicable at the time of issuance of the building permits for individual phases, whichever is more stringent (Climate Action Plan [CAP] Measure 2.1).⁶ 2. On-site Solar Energy: The Project already includes on-site photovoltaics (PV) solar to meet 10 percent of electricity demand. The Project shall obtain renewable energy electricity corresponding to 29 percent⁷ of on-site electricity demand by 2030 through a combination of on-site solar, purchase of renewable energy or other measures. (CAP Measure 2.4). This requirement may be phased in as follows: 2020 – 10%; 2025 – 25%; 2030 – 29%). If the Project Developer can demonstrate, to the City’s satisfaction, that through Project design, adopted State or federal regulations, or other assured actions that the Project’s emissions overall will meet the 2030 metric identified in this document without the implementation of this 	

⁶ The CEC intends for residential buildings in 2020 and later to be zero net energy (ZNE) and commercial buildings in 2030 or later to be ZNE, but because pending regulations are not yet adopted, this cannot be assumed in this analysis.

⁷ CAP measure 1.1 requires the City’s utility (SVP) to replace coal power within its portfolio with natural gas by 2020 and includes a stretch goal to replace the coal power with a combination of 50% natural gas and 50% renewable energy by 2035. Thus the CAP stretch goal is to increase renewable energy within its portfolio from 2020 to 2035. The 29 percent value for the mitigation above was calculated as the difference between the CAP Measure 1.1 reduction amount for the stretch goal for 2035 (71%) and the CAP Measure 1.1 reduction amount for 2020 (42%). As discussed in text, the Project has less than significant impact in comparison to the BAAQMD service population efficiency threshold based on the AB 32 target for 2020. Since the EIR finds that the project’s emissions are significant for the period after 2020, the use of the difference in the CAP Measure 1.1 between 2020 and 2035 is appropriate to the impact identified for the Project.

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>particular measure of its full implementation, then this measure (or its full implementation) may be waived by the City.</p> <ol style="list-style-type: none"> 3. Food Waste: All retail restaurants shall be required to participate 100 percent in any extant City food waste programs and any that may be developed in the future (CAP Measure 4.1). 4. Electrical Landscaping Equipment: The Project shall include installation of electrical outlets near all maintained landscaping areas to allow for the use of electrical landscaping equipment (CAP Measure 5.1). 5. Electrical Vehicle Charging/Preferential Parking (CAP Measure 6.3). The Project shall provide preferential parking in all parking lots for electric vehicles and shall also provide charging equipment, as follows: <ol style="list-style-type: none"> a. Residential Use: A total of 10 percent of the required parking spaces shall be provided with a listed cabinet, box, or enclosure and connected to a conduit that links the parking spaces to the electrical service in a manner approved by the building and safety official. Of the listed cabinets, boxes, or enclosures provided, 50 percent shall have the necessary electric vehicle supply equipment installed to provide active charging stations that are ready for use by residents. The remainder shall be installed at such time as they are needed for use by residents. Electrical vehicle batteries and charging technology may change substantially over the next 15 years. As such, the City shall have the discretion to modify the specific requirements for this measure over 	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>time, provided that 10 percent of the spaces have electrical service and 5 percent have active charging, depending on what the technology at the time requires.</p> <p>b. Commercial Use: New commercial uses shall provide the electrical service capacity necessary as well as all conduits and related equipment necessary to serve 2 percent of the parking spaces with charging stations in a manner approved by the City’s Building Official. Of these parking spaces, 50 percent shall initially be provided with the equipment necessary to function as online charging stations upon completion of the Project. The remainder shall be installed at such time as they are needed for use by customers, employees, or other users. Electrical vehicle batteries and charging technology may change substantially over the next 15 years. As such, the City shall have the discretion to modify the specific requirements for this measure over time, provided that two percent of the spaces have electrical service and one percent have active charging, depending on what the technology at the time requires.</p> <p>6. Shade Trees: Where surface parking lots are not covered by PV solar, shade trees shall be planted to reduce urban heat island effects on adjacent buildings (CAP Measure 7.1).</p> <p>7. Urban Cooling: Any uncovered parking lots or spaces shall use light-colored pavement (CAP Measure 7.2).</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
Impact GHG-2: Conflicts with Applicable Plans and Policies. The Project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	LTS = AB 32 Scoping Plan LTS/M = Santa Clara CAP S = EO S-03-05 and B-30-15	Mitigation Measures TRA-1.1 and GHG-1.2.	SU
Impact GHG-3: Climate Change Effects on the Project Other than Sea Level Rise	No Significance Determination	None Required.	N/A
3.6 Noise			
Impact NOI-1: Exposure to Excessive Noise Levels. The Project would expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies.	S	See impacts and mitigation measures below.	SU
Impact NOI-1a: Construction Noise Impacts on Off-Site Land Uses.	S	<i>NOI-1.1: Prepare and Implement a Construction Noise Control Plan to Reduce Construction Noise at Adjacent Land Uses.</i> The Project Developer shall develop a noise control plan that requires that the Project construction activities comply with the City Code noise limits. The requirements and limitations specified in the plan shall be determined by phase and/or parcel and/or subsections of a parcel or phase. The construction noise control plan shall require the following: <ul style="list-style-type: none"> • Construction activities that have the potential to generate noise that is detectable at adjacent residential land uses or within 300 feet of a residentially zoned property shall occur only during the times listed below. Activities that would result in no detectable noise at 	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>adjacent land uses, such as interior painting, would not be limited by the hours below.</p> <ul style="list-style-type: none"> ○ Between 7:00 a.m. and 6:00 p.m. Monday through Friday. ○ Between 9:00 a.m. and 6:00 p.m. on Saturdays. ○ No duration in time on holidays or Sundays. ● Construction contractors shall specify noise-reducing construction practices that will be employed to reduce construction noise for construction activities that would occur outside of the prohibited hours specified in the City Code and that would have the potential to exceed the receiving zone noise limits specified in the City Code. The measures determined by the Project Developer shall be reviewed and approved by the City prior to the issuance of building permits. Measures that can be used to limit noise include, but are not limited to, those listed below. <ul style="list-style-type: none"> ○ Locating construction equipment as far as feasible from noise-sensitive uses. ○ Requiring that all construction equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation. ○ Not idling inactive construction equipment for prolonged periods (i.e., more than 2 minutes). ○ Prohibiting gasoline or diesel engines from having unmuffled exhaust systems. ○ Using noise-reducing enclosures around noise-generating equipment that has the potential to 	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
Impact NOI-1b: Construction Noise Impacts on On-Site Land Uses.	S	disturb nearby off-site land uses, or where otherwise necessary, to comply with the City Code noise limits for receiving zones. Mitigation Measure NOI-1.1.	LTS
Impact NOI-1c: Operational Noise Impacts to Off-Site Land Uses.	S	NOI-1.2: Implement Off-Site Traffic Noise Reduction Measures. The Project Developer shall implement off-site traffic noise reduction measures along the east side of Lafayette Drive between Tasman Drive and Hogan Drive such that the Project-related increase in traffic noise for noise receptors is less than 3 dBA. The Project Developer shall construct a solid barrier between the roadway and adjacent residential uses along Lafayette Drive between Tasman Drive and Hogan Drive. The barrier shall be designed to provide shielding between areas of frequent human use (i.e., residence backyards) and the roadway. This would result in approximately 1,000 feet of noise barriers along this segment. One effective approach would be to replace the existing privacy fences at single family residences with a solid barrier that is at least 6 feet high. The Project Developer shall prepare an off-site noise control plan that identifies the location, design, and effectiveness of the specific treatments to be implemented. This plan shall be submitted to the City for review and approval prior to the issuance of building permits. The off-site noise improvements shall be completed before Project operations commence.	SU
Impact NOI-1d: Operational Noise Impacts on On-Site Land Uses.	S	NOI-1.3: Prepare and Implement a Noise Control Plan to Reduce Interior Noise at Sensitive Land Uses. The Project Developer shall conduct a design-level acoustic study that identifies exterior noise levels for residential	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>and commercial uses on the Project site. This study shall take into account existing, Project, and reasonably foreseeable future noise sources (such as proposed increases in passenger rail service along the Lafayette Street corridor). Where this study finds that the exterior noise level would exceed the residential compatibility standard of 55 dBA Ldn or the commercial incompatibility standard of 65 dBA Ldn, the Project Developer shall prepare a design-level operational noise control plan to provide acceptable interior noise levels. This plan shall identify all Project features and treatments that will be implemented to ensure that the Project is in compliance with the interior noise standards listed in the City’s General Plan and City Code as well as the standards specified for new construction within the Comprehensive Land Use Plan (CLUP) for San José International Airport (SJC).</p> <p>The study and plan shall be developed by an acoustical design professional. Design features and treatments will be identified to ensure that interior noise levels at new proposed uses are in compliance with the noise standards. The report shall be submitted to the City for review and approval prior to the issuance of building permits for the Project. Depending on the noise exposure for a particular site, such treatments may include, but are not limited to, those listed below, as recommended by the acoustical design professional.</p> <ul style="list-style-type: none"> • Construction of enclosures around noise-generating mechanical equipment at commercial uses. • Use of setbacks from noise sources to maximum attenuation of noise over distance. 	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<ul style="list-style-type: none"> • Installation of noise-reducing treatments in new buildings, including: <ul style="list-style-type: none"> ○ High-performance, sound-rated double-glazed windows, ○ Sound-rated doors, ○ Sound-rated exterior wall construction, ○ Special acoustical details for vents, ○ Acoustical caulking at all exterior façade penetrations, ○ Sound-rated roof and ceiling constructions, and ○ Adequate mechanical ventilation so that windows and doors may be kept closed at the discretion of the building occupants to control environmental noise intrusion. 	
<p>Impact NOI-2: Exposure to Ground-borne Vibration and Noise Levels. The Project could expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.</p>	S	See impacts and mitigation measures below.	LTS
<p>Impact NOI-2a: Construction Vibration Impacts on Off-Site Receptors.</p>	LTS	None Required.	N/A
<p>Impact NOI-2b: Construction Vibration Impacts on On-Site Receptors.</p>	S	<p><i>NOI-2.1: Restrict Pile Driving.</i> Pile driving occurring 175 feet or less from new residential or commercial buildings shall be conducted prior to those buildings being occupied by future occupants.</p>	LTS
<p>Impact NOI-2c: Existing Light Rail Vibration Impacts on On-Site Receptors.</p>	LTS	None Required.	N/A

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
Impact NOI-2d: Existing Train Vibration Impacts on On-Site Receptors.	S	<p><i>NOI-2.2: Prepare and Implement a Vibration Control Plan to Reduce Vibration from the Union Pacific Railroad (UPRR) for Sensitive Land Uses.</i> The Project Developer shall prepare a design-level operational vibration control plan that identifies all Project features and treatments that would be implemented to ensure that the Project is in compliance with the vibration standards recommended by the Federal Transit Administration (FTA) relative to railway operational vibration associated with UPRR operations. The plan shall be prepared when new uses would be located within the following screening distances, as recommended by FTA (FTA 2006):</p> <ul style="list-style-type: none"> • Category 1: Buildings where vibration would interfere with interior operations (600 feet). • Category 2: Residences and buildings where people normally sleep (200 feet). • Category 3: Institutional land uses with primarily daytime use (120 feet). <p>The plan shall take into account current and future expected passenger and freight rail service levels adjacent to the Project site. The plan shall be developed by an acoustical design professional and shall include a detailed investigation of ground-borne train vibration that considers site-specific train vibration source and propagation conditions and the actual building designs. The design features and treatments shall be identified to ensure that vibration levels at new proposed uses are in compliance with FTA standards. The report shall be submitted to the City for review and approval prior to the issuance of building permits for the Project. Depending on the vibration exposure for a particular site, such</p>	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact NOI-3: Permanent Increase in Ambient Noise Level. The Project would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.</p>	S	<p>treatments may include, but are not limited to, those listed below, as recommended by the acoustical design professional.</p> <ul style="list-style-type: none"> • Increased setbacks of noise-sensitive uses from the train track. • Foundation isolation systems to reduce the transmission of vibration into buildings with noise-sensitive uses that are near the tracks. <p>This impact is addressed through the impact analysis under Impact NOI-1.</p>	SU
<p>Impact NOI-4: Temporary or Periodic Increases in Ambient Noise Level. The Project could result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.</p>	S	<p>This impact is addressed through the impact analysis under Impact NOI-1.</p>	LTS
<p>Impact NOI-5: Exposure of People to Noise from Airports. The Project would be located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and would expose people residing or working in the Project area to excessive noise levels.</p>	S	<p>Mitigation Measure NOI-1.3.</p>	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact C-NOI-1: Cumulative Exposure to Excessive Noise. The Project would expose persons to or generate noise levels, in combination with cumulative development, in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies.</p>	S	Mitigation Measures NOI-1.1, NOI-1.2, and NOI-1.3.	SU
<p>Impact C-NOI-2: Cumulative Exposure to Ground-borne Vibration and Noise Levels. The Project could expose persons to or generate excessive ground-borne vibration or ground-borne noise levels, in combination with cumulative development.</p>	S	Mitigation Measure NOI-2.1.	LTS
<p>3.7 Cultural Resources</p>			
<p>Impact CR-1. Archaeological Resources. Project grading and excavation could result in disturbance to identified or previously undiscovered archaeological resources and cause substantial adverse change in the significance of a unique archaeological resource.</p>	S	<p><i>CR-1.1: Conduct Extended Phase I (XPI) Archaeological Investigations within the Project Site near Recorded Resources and within an Area of Archaeological Sensitivity.</i> Prior to construction, if it is determined that Project-related ground-disturbing activities may extend into native soil within 100 feet of a previously recorded archaeological site, the Project Developer shall retain the services of a qualified archaeologist to conduct XPI investigations within the Project site. The XPI investigations shall consist of subsurface trench excavations to determine the presence or absence of buried features associated with the known archaeological site. If feasible, at least two trenches shall be placed in recorded location P-43-000025/CA-SCL-5, which is recorded as partially in the Project site, to ensure adequate investigations in this area.</p> <p>If the XPI investigations reveal resources, additional trenches or testing may be necessary. Mitigation Measure</p>	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>CR-1.3, described below, shall be followed.</p> <p>CR-1.2: Provide Archaeological Monitoring of the Project Site When in Native Soil. Prior to construction, if it is determined that Project-related ground-disturbing activities may extend into native soil, within 100 feet of a previously recorded archaeological site, the Project Developer shall retain the services of a qualified archaeologist to monitor earthmoving activities within the Project site. Monitoring shall consist of coordinating subsurface work to allow for the careful examination of vertical and horizontal soil relationships for the purpose of seeking positive archaeological finds (prehistoric and/or historic). The monitor shall maintain a field log of their presence and observations, carefully noting soil conditions. The archaeological monitor shall be pre-approved by the Director of Planning and Inspection. After written approval, the Planning Division shall be notified at least 48 hours prior to any grading or other subsurface work on the site, and the Project Developer shall provide a written protocol for the City’s review and approval that stipulates the manner in which the Project Developer shall comply with the monitoring requirements. In the event that cultural resources are encountered, Mitigation Measure CR-1.3, described below, shall be followed.</p> <p>CR-1.3: Stop Work if Cultural Resources Are Encountered during Ground-Disturbing Activities. In the event that cultural resources are encountered during ground disturbing activities, all work within proximity of the find shall temporarily halt so that the archaeological monitor can examine the find and document its provenience and nature (drawings, photographs, written description). The archaeological monitor shall then direct</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact CR-2. Paleontological Resources. Should the Project result in deeper excavations than currently proposed in areas not underlain by refuse, the Project could result in significant impact to paleontological resources.</p>	S	<p>the work to either proceed if the find is deemed to be insignificant, or instruct the work to continue elsewhere or cease until adequate mitigation measures are adopted. If the find is determined to be potentially significant, the archaeologist, in consultation with the Planning Division, shall develop a Treatment Plan that could include site avoidance, capping, or data recovery. If data recovery is determined to be appropriate, excavation shall target recovery of an appropriate amount of information from archaeological deposits to determine the potential of the resource to address specific research questions. If it occurs, data recovery shall emphasize the understanding of the archaeological deposit’s structure, including features and stratification, horizontal and vertical extent, and content, including the nature and quantity of artifacts.</p> <p>CR-2.1: Paleontological Resource Mitigation Plan. Prior to any deep excavations below an elevation of -30 feet (North American Vertical Datum of 1988 [NAVD] 88) at the Project site on areas not underlain by landfill refuse, the Planning Division shall be notified at least 48 hours prior to the excavation, and a qualified professional paleontologist shall prepare a Paleontological Resource Mitigation Plan (PRMP) in consultation with the Planning Division. The PRMP shall describe the tasks necessary to monitor, assess, and recover (if present) significant paleontological resources during Project excavation activities. The PRMP shall be implemented by the qualified paleontologist during the deep Project excavations below an elevation of -30 feet (NAVD 88).</p> <p>CR-2.2: Paleontological Resource Monitoring. In accordance with the PRMP, a qualified paleontologist shall</p>	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>monitor for fossils in Pleistocene deposits during Project excavations below an elevation of -30 feet (NAVD 88) on areas not underlain by landfill refuse or below other elevations confirmed in the field by the qualified paleontologist. The qualified paleontologist shall be present initially for 100 percent of the excavation activities within the Pleistocene deposits. After 50 percent of the excavation is completed within the rock unit and if no fossils of any kind have been discovered, then the level of monitoring can be reduced or suspended entirely at the Project paleontologist’s discretion. If the paleontologist discovers potential paleontological resources, all ground disturbance within 50 feet of the find shall stop immediately until the qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate salvage, treatment, and future monitoring and mitigation actions.</p> <p>CR-2.3: Paleontological Resource Reporting. If significant paleontological resources are identified, the Project qualified paleontologist shall prepare a report summarizing the field and laboratory methods, site geology and stratigraphy, faunal/floral list(s), and a brief statement of the significance and relationship of the fossils discovered to similar fossils found elsewhere. The final report should emphasize the discovery of any new or rare taxa, or paleoecological or taphonomic significance. A complete set of field notes, geologic maps, stratigraphic sections, and a list of identified specimens must be included in or accompany the final report. This report should be finalized only after all aspects of the PRMP are completed, including preparation, identification, cataloging, and curatorial inventory. Full copies of the</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact CR-3. Human Remains. Project grading and excavation could result in disturbance to previously undiscovered human remains.</p>	S	<p>final report shall be deposited with both the Lead Agency and the repository institution with the request that all locality data remain confidential and not made available to the general public.</p> <p><i>CR-3.1: Stop work if human remains are encountered during ground-disturbing activities.</i> When human remains are discovered (in either an archaeological or construction context), all work within proximity of the remains shall stop so that the archaeological monitor can examine the remains. The County Coroner shall be notified, who shall make a determination as to whether the remains are of Native American origin. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) immediately. The NAHC shall notify those persons it believes are most likely descended from the deceased Native American. Once the NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the State CEQA Guidelines.</p>	LTS
<p>Impact C-CR-1: Cumulative Impacts on Archaeological, Paleontological Resources, and Human Remains. Construction activities on the Project site and other development could result in impacts on unknown archaeological resources, paleontological resources, and human remains. This cumulative impact is less than significant with mitigation.</p>	S	<p>Mitigation Measures CR-1.1, CR-1.2, CR-1.3, CR-2.1, CR-2.2, CR-2.3, and CR-3.1.</p>	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
3.8 Biology			
<p>Impact BIO-1: Interference with Movement of Native Migratory Wildlife Species. The Project could result in harm to or mortality of migratory birds or their active nests.</p>	S	<p>BIO-1.1: Protect Nesting Birds. The Project Developer and its contractors shall avoid conducting vegetation removal during the migratory bird nesting season (February 1–August 31). If Project-related activities must commence during the migratory bird nesting season, the Project Developer shall retain a qualified wildlife biologist to conduct a survey for nests of migratory birds. Surveys for nesting migratory birds shall occur within 3 days prior to the commencement of ground disturbance and vegetation removal in areas that will be affected by Project construction activities. Multiple nest surveys shall be required if construction is phased or when construction work stops for more than 2 weeks at a portion of the site where suitable nesting habitat remains. If construction is ongoing for multiple years, these surveys shall be conducted each year prior to construction in areas that have not yet been disturbed and are scheduled to be disturbed during the nesting season. In addition to nesting-season surveys, surveys shall be conducted during the non-nesting season (September 1–January 31) for overwintering burrowing owls in areas scheduled for initial disturbance during the upcoming season. The surveys shall also be conducted as described above, with a goal of identifying overwintering owls so they can be appropriately avoided during construction.</p> <p>If an active nest is discovered, a no-disturbance buffer zone around the nest tree or shrub (or, for ground-nesting species, the nest itself) shall be established. The no-disturbance zone shall be marked with flagging or fencing that is easily identified by the construction crew and shall</p>	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>not affect the nesting bird or attract predators to the nest location. In general, the minimum buffer zone widths shall be as follows: 50 feet (radius) for non-raptor ground-nesting species, 50 feet (radius) for non-raptor shrub- and tree-nesting species, and 300 feet (radius) for raptor species. Buffer widths may be modified based on discussion with DFW. Buffers shall remain in place as long as the nest is active or young remain in the area and are dependent on the nest. If a burrowing owl nest is identified during pre-construction surveys, no-activity buffers will adhere to the recommendations in the 2012 California Department of Fish and Game Staff Report on Burrowing Owl Mitigation.⁸ Most Project activities would result in a high level of disturbance, constituting a 1,640-foot (500-meter) required buffer around occupied nests during any time of year.⁹</p> <p>BIO-1.2: Implement Bird-Safe Design Standards into Project Buildings and Lighting Design. The Project Developer or its contractor shall prepare and implement a set of specific standards for minimizing hazards to birds in the Development Area Plan submitted for approval by the City. These specific standards shall include the following measures to minimize hazards to birds.</p> <ul style="list-style-type: none"> • Reduce large areas of transparent or reflective glass. • Locate water features and other bird habitat away from building exteriors to reduce reflection. 	

⁸ California Department of Fish and Game. 2012. Staff Report on Burrowing Owl Mitigation. State of California Natural Resources Agency. March 7. Available: http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html#Mammals.

⁹ Scobie, D., and C. Faminow. 2000. Development of Standardized Guidelines for Petroleum Industry Activities that Affect COSEWIC Prairie and Northern Region Vertebrate Species at Risk. Environment Canada, Prairie and Northern Region, Edmonton, Alberta, Canada.

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact BIO-2: Impacts on Special-Status Species—Burrowing Owls. The Project could result in the loss of burrowing owl habitat.</p>	S	<ul style="list-style-type: none"> • Reduce or eliminate the visibility of landscaped areas behind glass. • To the extent consistent with the normal and expected operations of the office, hotel, retail, food/beverage, entertainment and residential uses of the Project, take appropriate measures to avoid use of unnecessary lighting at night, especially during bird migration season (February-May and August-November) through the installation of motion sensor lighting, automatic lighting shut-off mechanisms, downward facing exterior light fixtures, or other effective measures to the extent possible. <p>BIO-2.1: Detection of Burrowing Owls. The Project Developer shall allow access to the Project site or off-site areas for biologists who participate in the annual burrowing owl nest survey coordinated by the Santa Clara Valley HCP/NCCP. Burrowing owl surveys are conducted between March and August of each year. Access to the site for burrowing owl surveys shall be granted until the Project site or off-site area is completely built out. The Project Developer shall not, however, be required to postpone planned development activities to provide such access, except to the extent such postponement is necessary to meet regulatory requirements.</p> <p>BIO-2.2: Mitigation for Loss of Burrowing Owl Habitat during Construction. Should burrowing owls begin nesting on developable portions of the Project site or off-site areas that remain undeveloped as phases of the Project are constructed, or suitable habitat within 600 meters of an active nest is removed from the Project site, then lost burrowing owl habitat shall be replaced at a</p>	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact BIO-3: Impacts on Special-Status Species—Western Pond Turtle. The Project could result in impacts on western pond turtle.</p>	S	<p>ratio of at least 1:1 prior to ground-disturbing activities in the area of the Project site or off-site area with an active nest. Affected habitat shall be defined as suitable habitat (based on the habitat mapping completed for this EIR) within a 600 meter radius of an active burrowing owl nest. Suitable land cover types include annual grassland, ruderal, or barren areas. Mitigation sites shall have documented nesting occurrences from at least 1 year within the previous 3 years.</p> <p>If burrowing owls move onto undeveloped portions of the Project Site or off-site area, including the Retention Basin, once the site is fully constructed, there shall be no requirement to provide replacement habitat, unless that undeveloped habitat is developed in the future.</p> <p>BIO-3.1:Protect Western Pond Turtles. Prior to the start of construction activities in or within 50 feet of aquatic habitats, the Project Developer shall retain a qualified biologist to conduct preconstruction surveys for western pond turtles in all suitable habitats (aquatic and upland) in the vicinity of the work site. Surveys shall take place no more than 72 hours prior to the onset of site preparation and construction activities with the potential to disturb turtles or their habitat. If preconstruction surveys identify active nests on the Project site, the biologist shall establish no-disturbance buffer zones around each nest using temporary orange construction fencing. The demarcation shall be permeable to allow young turtles to move away from the nest following hatching. The radius of the buffer zone and the duration of exclusion shall be determined in consultation with DFW. The buffer zones and fencing shall remain in place until the young have left the nest, as</p>	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact BIO-4: Impacts on Special-Status Species and Critical Habitat—Central California Coast Steelhead, Including Critical Habitat and Central Valley Fall-Run Chinook Salmon. The Project could result in indirect effects on San Tomas Aquino Creek and the Guadalupe River, including native fish species.</p>	S	<p>determined by the qualified biologist. If western pond turtles are found on the Project site, the Project Developer shall still retain a qualified biologist to monitor construction activities in the vicinity of suitable habitat and implement appropriate measures to protect the western pond turtle. Such measures may include removal and relocation of western pond turtles in proposed construction areas to suitable habitats outside the Project limits, consistent with DFW protocols and permits. Relocation sites shall be subject to DFW approval.</p> <p>BIO-4.1: Protect Central California Coast Steelhead, Critical Habitat, and Chinook Salmon. Construction, operations, and maintenance on the riverbank, as well as areas within 200 feet of the Guadalupe River, that could result in disturbed sediment depositing within the banks of the channel shall be limited to the summer low-precipitation period (June 1 to October 15), unless otherwise approved by appropriate resource agencies. Limiting riverbank disturbance during these months would reduce the likelihood of adverse effects on adult and juvenile salmonid migration.</p>	LTS
<p>Impact BIO-5: Substantial Effect on Wetlands and Other Waters. The Project could result in the loss of or damage to wetlands and other waters.</p>	S	<p>BIO-5.1: Protect Retention Pond and Drainage Swale Aquatic Habitat during Construction. For construction activities within 50 feet of the aquatic habitat associated with the retention pond and drainage swale, protective measures shall be put in place to ensure that impacts on those aquatic features shall be avoided and minimized. The following measures shall be deployed during construction:</p> <ul style="list-style-type: none"> • Install orange construction barrier fencing around the boundaries of wetland resources that are to be 	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>avoided prior to initiation of construction activities.</p> <ul style="list-style-type: none"> • Designate the protected area an Environmentally Sensitive Area and clearly identify the area in the construction specifications. • Maintain fencing throughout the grading and construction period. • Prohibit grading, construction activity, traffic, equipment, or materials in fenced wetland areas. <p>BIO-5.2: Compensate for Wetland Loss. If impacts on jurisdictional ponds, wetlands, or drainage ditches, San Tomas Aquino Creek, or the Guadalupe River cannot be avoided, the Project Developer shall obtain permits or approvals to develop from USACE, the Regional Water Board, and DFW, as appropriate and required. To ensure that the Project results in no net loss of wetland habitat functions and values, the Project Developer shall compensate for the loss of wetland resources through either on-site restoration/creation following completion of construction and/or off-site protection and enhancement of riparian and wetland habitat prior to activities that would affect the equivalent Project resource (as determined by a qualified wetland biologist). The size and location(s) of the area(s) to be restored/created shall be based on appropriate mitigation ratios, as derived in consultation with DFW, USACE, and the Regional Water Board. Mitigation ratios shall be at least 2:1. The Project Developer shall prepare and implement a mitigation plan, which shall include monitoring requirements and success criteria, in consultation with DFW, USACE, and the Regional Water Board. The mitigation plan shall include measure to avoid and minimize the effects of construction</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact BIO-6: Conflicts with Local Policies or Ordinances Protecting Biological Resources. The Project would not result in conflicts with the City’s Heritage Tree Ordinance.</p>	LTS	<p>on surrounding native habitats. Monitoring shall occur for a minimum of 5 years, at which time, if the success criteria are met, wetland compensation shall be deemed complete.</p> <p>None Required.</p>	N/A
<p>Impact C-BIO-1: Cumulative Biological Resources Impacts. The Project, in combination with other foreseeable development in the vicinity, would have a significant cumulative impact without mitigation on migratory birds, special-status species and their habitats, and wetlands and other waters and/or conflict with local policies or ordinances to protect biological resources. The Project’s contribution to a cumulative impact would be less than significant with mitigation.</p>	S	<p>BIO-C.1: Make a Fair-Share Nitrogen Deposition Fee Contribution to the Santa Clara Habitat Agency’s Voluntary Fee Payment Program. Consistent with its voluntary commitment to contribute a nitrogen deposition fee through the fee program of the Santa Clara Habitat Agency, the Project Developer shall make a pro-rated per-vehicle-trip nitrogen deposition fee contribution, which will be based on the amount charged by the Santa Clara Valley Habitat Agency under its Voluntary Fee Payments Policy (http://scv-habitatagency.org/DocumentCenter/View/345). Specifically, the per-vehicle trip fee shall be adjusted as set forth below to take into account the different dispersion characteristics of the Project vs. the average dispersion characteristics for development in the HCP/NCCP area. The Project is located farther from serpentine grassland habitat than average development within the Santa Clara Valley HCP/NCCP area. Thus, the required fair-share contribution shall be figured as 39 percent (based on the ICF analysis) of the established fee of the habitat agency for the year in which the building permits are issued for the Project. The fee may be paid up front or in installments in proportion to mitigated vehicle trip generation for the phase of the Project for which the building permits are</p>	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>issued. For fiscal year 2015–2016, the adopted HCP/NCCP nitrogen deposition fee was \$4.20 per new vehicle trip. Using Scheme B’s estimated trip generation (140,730 trips/day), taking into account the trip reduction effect of Mitigation Measure TRA-1.1 (reduction to 137,910 trips/day), and the 39 percent adjustment factor, if all fees were paid in 2015, the estimated total would be \$225,897.</p>			
<p>3.9 Geology and Soils</p>			
<p>Impact GEO-1: Soil Erosion. Construction of the Project would expose soil and buried refuse, potentially resulting in substantial soil erosion.</p>	S	<p>GEO-1.1: Detailed Grading and Erosion Control Plan. A detailed grading and erosion control plan shall be prepared and submitted to the City Building Department. The plan shall cover all Project parcels (not just the landfill portions) and off-site areas and include all information required to demonstrate that earthwork activities will be in compliance with CCR 21190 et seq. and incorporate by reference the Project’s Storm Water Pollution Prevention Plan, as required by the Construction General Permit.</p>	LTS
<p>Impact GEO-2: Unstable Soils. Unstable soils, perimeter sideslopes susceptible to landslides, and areas subject to liquefaction at the Project site and off-site areas may result in damage to, or settlement of, buildings and other improvements and/or ground failure. This has the potential to create significant risks to structures and human lives.</p>	S	<p>GEO-2.1: Design-Level Geotechnical Investigation. Prior to the issuance of demolition, grading, or construction permits at the Project site, a design-level geotechnical investigation shall be conducted by a qualified professional (the qualified professional shall be retained by the Project Developer). The investigation shall include further field exploration (e.g., borings, cone penetration tests, test pits and/or geophysical surveys) to develop design-level recommendations to address erosion and other geotechnical concerns for the Project. The design-level geotechnical investigation shall include:</p> <ul style="list-style-type: none"> • <i>Evaluation of anticipated settlement.</i> Additional soil borings shall be installed to determine the depth to the 	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>refuse layer for aid in preparing grading plans. Additional samples shall be analyzed to determine potential settlement and determine the likely final post-settlement surface elevation. The potential magnitude of differential settlements between improvements supported by a combination of structural slab and deep foundations and those that are supported by other foundation systems shall be fully analyzed and detailed in the design-level geotechnical report.</p> <ul style="list-style-type: none"> • <i>Evaluation of liquefaction potential.</i> Additional borings shall be drilled at the Project site and off-site areas to fully characterize the liquefaction hazard associated with the Project. • <i>Evaluation of slope instability.</i> A detailed slope stability analysis for all existing slopes that would remain under the Project, including the perimeter landfill slopes, and all proposed new slopes shall be prepared. • <i>Evaluation of expansive soils.</i> Additional borings shall be drilled at the Project site and off-site areas to fully characterize the expansive soil hazard associated with the Project. • <i>Evaluation of corrosive soils.</i> Project site and off-site soils and, in those areas where foundation components would come into contact with landfill materials, refuse shall be evaluated for corrosion potential. <p>The design-level geotechnical investigation work plan shall be submitted for review and approval in accordance with Mitigation Measure GEO-2.6.</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p><i>GEO-2.2: Final Geotechnical Report Review. Final Geotechnical Report Review.</i> A final geotechnical report shall be prepared by a qualified professional based on the findings of the design-level geotechnical investigation (the qualified professional shall be retained by the Project Developer). The final report shall be submitted for review and approval in accordance with Mitigation Measure GEO-2.6. The final geotechnical report shall include:</p> <p>Measures to address anticipated settlement:</p> <ul style="list-style-type: none"> • Specifications of methods to address differential settlement between improvements supported by a combination of structural slab foundations and those that are supported by other deep foundation systems or unsupported areas. • Exterior slabs and ramps attached to buildings shall be hinged to allow the end of the slab or ramp not attached to the building to move downward as settlement occurs. The design shall not allow building entrance slabs to exceed a 5 percent grade, in compliance with ADA access requirements, and vehicular entrances shall not be allowed to exceed an 11 percent grade to prevent vehicles from scraping during entry or exit. • Settlement vaults and flexible connections shall be required at locations where utilities transfer from a pile-supported building to a non-supported area for all phases of construction. • Roadway and other paving at the Project site not located above an area-wide structural slab shall be constructed with flexible materials, such as asphalt or interlocking pavers. The use of concrete and other 	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>non-flexible materials shall be minimized. Where non-flexible material is used, expansion and spacing joints that allow rigid materials to shift without breaking shall be used to allow for anticipated settlement.</p> <p>Measures to address liquefaction:</p> <ul style="list-style-type: none"> • In those areas not supported by the structural slab foundation (which would effectively mitigate the liquefaction hazard), other measures shall be developed to mitigate the hazard, such as shallow footings constructed over ground improvement. Foundations for structures shall be designed to completely mitigate settlement hazards associated with liquefaction (i.e., no liquefaction-induced settlement damage shall be accepted for the final design). <p>Measures to address slope instability:</p> <ul style="list-style-type: none"> • Measures (e.g., reducing slope steepness, providing structural support, or ground improvement) to ensure that an appropriate factor of safety (both static and seismic) is achieved for each slope. <p>Measures to address expansive soils:</p> <ul style="list-style-type: none"> • In those areas not supported by the structural slab foundation (which would effectively mitigate the hazard), other measures shall be developed to mitigate the hazard, such as removal of the problematic soils, treatment of the soils, or specification of appropriate foundation design. If any soils characterized as highly or moderately expansive (linear extensibility of 3.0 percent or more) are to remain at the surface or be used as fill in the upper 5.0 feet, these soils shall be treated (using calcium-based treatment or similar approach) such that the 	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>soils are reduced to a low expansion potential (linear extensibility of less than 3.0 percent).</p> <p>Measures to address corrosive soils:</p> <ul style="list-style-type: none"> • A corrosion consultant shall be retained to provide specific recommendations regarding the long-term corrosion protection of pile elements and other subsurface materials. The recommendations of the corrosion consultant, which may include use of specific corrosion-resistant materials and/or treatment of corrosive soils, shall be implemented during construction. <p>GEO-2.3: Construction Quality Assurance Plan. <i>Construction Quality Assurance Plan.</i> A Construction Quality Assurance (CQA) Plan that covers both the Project site and off-site areas shall be prepared by the Project Developer for review and approval by the Director of Public Works. The CQA Plan shall establish procedures for testing final cover materials, detail the responsibilities of construction monitoring personnel, and provide procedures for addressing unexpected geologic conditions during grading activities.</p> <p>GEO-2.4: Final Project Design Review. Final Project design plans that cover both Project site and off-site areas shall be prepared by the Project Developer and submitted for review and approval in accordance with Mitigation Measure GEO-2.6. Project site structures shall be designed to accommodate predicted ground settlement, as determined in the design-level geotechnical investigation for the Project improvements (see Mitigation Measure GEO-1.1).</p> <p>For the portion of the Project overlying the Landfill, the</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>Post-Closure Land Use Plan shall demonstrate that Project design will be protective of public health and safety and the environment, as required by 27 CCR 21190. Because of the potential for encountering buried obstructions, contingencies for relocating Auger Cast-in Place Piles and Drilled Displacement Columns during construction shall be included in the foundation design. The Project design plans shall be subject to review and approval by the City Building Department prior to initiation of field activities.</p> <p><i>GEO-2.5: Site Operation, Monitoring, and Maintenance Plan.</i> A Site Operation, Monitoring, and Maintenance Plan that covers both the Project site and off-site areas shall be prepared by the Project Developer and submitted for review and approval in accordance with Mitigation Measure GEO-2.6. The Site Operation, Monitoring, and Maintenance Plan shall establish procedures for inspecting structures and improvements as well as evaluating the effects of settlement. It will also establish a mechanism for funding and implementing the Plan’s activities throughout the life of the Project.</p> <p>Inspections that focus on documenting settlement, particularly at locations where different support systems meet, shall take place at least quarterly during the first 2 years following the completion of each phase of Project construction. Documentation of each inspection shall be submitted to for review and approval in accordance with Mitigation Measure 2.6 within 30 days of inspection completion. After 2 years, the frequency of inspections may be adjusted with written consent from each agency that approved the Site Operation, Monitoring, and Maintenance Plan Site Operation, Monitoring, and Maintenance Plan. The Site Operation, Monitoring, and Maintenance Plan shall</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>detail the qualifications and responsibilities of monitoring personnel, including immediate notification of the City Building Department of any settlement that could affect the structural integrity of a building and/or structure or settlement that could create a hazard for the public (e.g., separations that create trip hazards for pedestrians). If the types of settlements are observed that could compromise structural integrity or cause hazards for the public, based on the judgment of the qualified inspector, remedial action shall be promptly completed. The Plan shall designate financial responsibility for remedial actions should the effects of settlement be identified and provide timetables for any required remedial action. All remedial action shall be overseen by the qualified geotechnical consultant designated by the Plan and approved by each agency that approved the Site Operation, Monitoring, and Maintenance Plan. Quarterly reports detailing inspection and remedial activities shall be submitted to each agency that approved the Site Operation, Monitoring, and Maintenance Plan following each inspection for review and approval.</p> <p><i>GEO-2.6: Review and Approval by Relevant Regulatory Agencies.</i> To the extent reports and plans required by Mitigation Measures GEO-2.1, -2.2, -2.3, -2.4 or -2.5 address the portion of the Project site overlying the Landfill, they shall be submitted jointly by the City (as owner and operator of the landfill) and the Project Developer for review and approval to the following: (i) the Local Enforcement Agency as principal landfill regulator; (ii) the Regional Water Board for approval of the issues related to the low permeability layer of the final landfill cover pursuant to 27 CCR 21990 (d) and pilings installed in or through the bottom liner of the landfill liner pursuant to 27</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact GEO-3: Strong Seismic Ground Shaking. The Project site could be subject to fault rupture and/or strong ground shaking from a seismic event during its design life, which has the potential to present a significant risk to structures and human lives.</p>	LTS	None Required.	N/A
<p>Impact C-GEO-1: Cumulative Soil Erosion, Soil Hazards, and Seismic Hazards Impacts. The Project, in combination with other foreseeable development in the vicinity, would not substantially increase soil erosion potential, soil hazards, or the risk of exposure of people or structures to seismic hazards. Therefore, this cumulative impact would be less than significant.</p>	LTS	None Required.	N/A
3.10 Hydrology and Water Quality			
<p>Impact WQ-1: Violation of Water Quality Standards or WDRs. The Project could result in a violation of water quality standards or WDRs.</p>	S	<p>WQ-1.1: Design and Implement Stormwater Control Measures. In compliance with Provision C.3 of the San Francisco Bay MS4 Permit and the Santa Clara Valley Water District’s 100-year peak flood requirements, post-construction stormwater controls shall be implemented to</p>	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>reduce total runoff rates and associated pollutant discharges.</p> <p>According to the Santa Clara Valley Urban Runoff Pollution Prevention Program’s C.3. Stormwater Handbook, the three methods for hydraulically sizing flow-based stormwater treatment control measures are (1) volume-based, (2) flow-based, or (3) a combination of volume-/flow-based hydraulic sizing criteria. The simplified method for sizing bioretention areas and flow-through planters, known as the "4 percent method," is based on a runoff inflow of 0.2 inch per hour, with an infiltration rate through biotreatment soil of 5 inches per hour. The 4 percent method requires the treatment measure to be 4 percent of the impervious area that drains to it.</p> <p>The following stormwater treatment (or Low Impact Development) measures are examples that will be considered and carefully selected as part of the final design process for the different sections of the proposed development:</p> <ul style="list-style-type: none"> • Bioretention Areas (impermeable liner with underdrain—no infiltration into landfill) • Flow-through Planters • Tree Well and Media Filters • Infiltration Trenches (impermeable liner with underdrain—no infiltration into landfill) • Rainwater Harvesting and Reuse • Green Roofs • Green Streets (with bioretention, impermeable liner, and underdrain) 	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<ul style="list-style-type: none"> • Pervious Pavements (impermeable liner with underdrain—no infiltration into landfill) <p>As noted above, a minimum of 4 percent of the site area shall be used for the stormwater treatment measures. As part of final design, these treatment measures for the Project site shall be incorporated into the aesthetics of the landscape. Some attenuation of the peak flows can be recognized, depending on the measures selected. The measures shall include an overflow to safely convey the more intense, less frequent rainfall events.</p> <p>The stormwater treatment measures shall capture sufficient flows so that 100-year peak flood elevations within San Tomas Aquino Creek and the Guadalupe River will not increase as part of the Project. The exact reduction in 100-year peak runoff volumes and flows that the stormwater management measures will need to accommodate will be determined during the design process for the stormwater management measures and will be provided in the detailed Project Stormwater Management Plan.</p> <p>The stormwater management measures for each parcel shall be modeled during final design for buildings, parking garages, site landscaping, etc. Dynamic modeling, such as the EPA Stormwater Management Model (SWMM), shall be used. SWMM tracks the quantity and quality of runoff generated within each subcatchment as well as the flow rate, flow depth, and quality of water in each pipe and channel during a simulation period with multiple time steps. The results of the modeling shall be used to compare the proposed “permanent” stormwater peak flows and volumes for the Project with the existing peak flows and</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact WQ-2: Effects on Groundwater Supplies and Recharge. The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level.</p>	LTS	<p>show compliance with the jurisdictional regulations. A Stormwater Management Report, including detailed hydrologic and hydraulic calculations, analysis, and conclusions, shall be prepared to document the final design of the stormwater management and storm drain system and obtain the requisite approvals.</p> <p>None Required.</p>	N/A
<p>Impact WQ-3: Changes to the Existing Drainage Patterns. The Project could substantially alter the existing drainage pattern of the site and could result in substantial erosion, siltation, or flooding on-site or off-site.</p>	S	<p>Mitigation Measure WQ-1.1, plus:</p> <p><i>WQ-3.1: Design New Bridge and Outfall Structures to Avoid Increase in 100-year Flow and Channel Erosion.</i> In compliance with the SCVWD’s 100-year peak flood requirements, any new bridge and new outfalls in San Tomas Aquino Creek shall be designed to avoid increases in the 100-year flow and to avoid creek bed/channel erosion. The design shall be provided to the City of Santa Clara and the SCVWD for review and approval for the Project. Construction would be done in phases. For example, the new bridge over the San Tomas Creek would not be needed until Phase 4 and outfalls to the eastside drainage ditch would not be needed until Phases 6, 7, and 8. The design review approval of outfalls shall occur prior to the issuance of the building permit for the development that triggers the need for the outfall or associated construction activity, and on a schedule similar to the phases of construction.</p>	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>WQ-3.2: Vegetation Removal from the Retention Basin Drainage Swale. In accordance with the Retention Basin Drainage Swale Vegetation Clearing Project, and prior to the placement of new impervious surfaces on Parcels 1 or 2, overgrown tule and cattails shall be removed from the entire length of the drainage swale to restore the swale’s flood protection capacity and protect residents and businesses. Vegetation in the drainage swale shall be mowed by hand using rotary mowers, and tule and cattails shall be cut down to 3 to 4 inches above the ground surface. The clippings shall be loaded by hand and hauled from the drainage swale to the Retention Basin where the vegetation will dry out. Once dry, the vegetation shall be transported to the Newby Island Landfill. It is estimated that initial removal of overgrown vegetation will generate approximately 300 cubic yards of debris. Prior to performance of this work, all necessary permits shall be obtained from environmental regulatory agencies for this vegetation removal, including any required compensation for loss of wetland/riparian vegetation.</p>	
<p>Impact WQ-4: Changes to Stormwater Runoff. The Project could create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.</p>	<p>S</p>	<p>Implement Mitigation Measure WQ-1.1.</p>	<p>LTS</p>
<p>Impact WQ-5: Degradation of Water Quality. The Project would not otherwise substantially degrade water quality.</p>	<p>S</p>	<p>Implement Mitigation Measures BIO-5.1 and BIO-5.2.</p>	<p>LTS</p>

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact WQ-6: Place Housing or Structures within 100-Year Flood Hazard Area. The Project would place housing or structures within a 100-year flood hazard area during large storm events, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.</p>	S	<p>WQ-6.1: Incorporate Flood Warnings for the Lick Mill Boulevard Extension and Other Access Roads for Areas Vulnerable to Flooding. The Project Developer and the City shall coordinate to provide flood warnings for new and existing roadways that provide access to the site and are vulnerable to 100-year flood levels. The Project Developer shall review the City’s flood warning and emergency response plan and submit a brief plan for the Project that is consistent with the City’s plan. The plan shall be submitted to the City’s Emergency Services Coordinator in the City’s Fire Department for review and approval. The specific frequency of expected flooding on site access roads shall be determined by the Project Developer and reviewed by the City. Flood warnings may be temporary or permanent, depending on the frequency of expected flooding, as determined by the City. Information about alternative access/egress routes, based on flooding potential and other factors, shall also be provided by the Project Developer to the City’s Emergency Services Coordinator in the City’s Fire Department for review and approval. If other flood improvements are implemented that remove the flooding risk at the Lick Mill Boulevard extension or other site access roads, then this mitigation shall no longer be required.</p>	LTS
<p>Impact WQ-7: Structural Impedance of Flood Flows. The Project would include new structures within a 100-year Flood Hazard Area that could impede or redirect flood flows.</p>	S	Implement Mitigation Measure WQ-6.1.	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact WQ-8: Exposure of People or Structures to Flooding due to Levee or Dam Failure. The Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam.</p>	LTS	None Required.	N/A
<p>Impact C-WQ-1: Cumulative Hydrology and Water Quality Impacts. The Project, in combination with other foreseeable development in the vicinity, would have a significant cumulative impact on water quality, groundwater recharge and supplies, storm drain capacity, or current flooding. The Project’s contribution to a cumulative impact would be less than significant with mitigation.</p>	S	Mitigation Measures WQ-1.1 and WQ-6.1.	LTS
<p>3.11 Hazards and Hazardous Materials</p>			
<p>Impact HAZ-1: Routine Hazardous Materials Use. The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	LTS	None Required.	N/A
<p>Impact HAZ-2: Accidental Release of Hazardous Materials. The Project could create a significant hazard to construction workers, the public, and/or the environment through the release of hazardous materials into the environment during demolition and excavation.</p>	S	<p>HAZ-2.1: Finalize Waste Management Plan for Construction. Prior to Project construction, a final <i>Waste Management Plan</i> shall be prepared and implemented. This plan shall be submitted to the LEA, CalRecycle, Regional Water Board, and BAAQMD for review and approval. Specifically, the final <i>Waste Management Plan</i> shall contain, at a minimum, the following requirements, which are included in the draft <i>Waste Management Plan</i>:</p> <ul style="list-style-type: none"> Waste excavation shall be performed in accordance with a Health and Safety Plan (HASP) designed to minimize impacts from dust, odor, and other 	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>nuisances, and assure waste is handled in a safe and environmentally responsible manner.</p> <ul style="list-style-type: none"> • During waste excavation and relocation, the worksite shall be monitored for dust, odor, or other nuisances in accordance with general landfill construction practices and the HASP. • At the end of the working day, any exposed waste shall be covered with soil or an alternative material, such as a geosynthetic blanket, (i.e., interim cover). • Odors, should they occur, shall be controlled by application of a deodorant, masking agent, neutralizing agent, or lime, and an interim landfill cover at the end of each working day. • A "Project Contact" shall be designated who will be responsible for responding to any local complaints about dust, odors, or other nuisances associated with the waste excavation and regrading operations. • During excavation activities, excavation areas shall be monitored using a hand-held instrument calibrated to measure combustible gases (including methane), hydrogen sulfide, oxygen, and VOCs. • No hot work (e.g., welding) shall be allowed in the vicinity of excavation activities unless methane concentrations are sufficiently below the lower explosive limit of 8 percent. If methane concentrations approach 5 percent, excavation activities shall be stopped until the landfill gas collection system can be modified to reduce the methane concentrations in the excavation area. If methane levels are persistent in areas where earthwork and/or hot work activities are necessary, inert gases (e.g., nitrogen) can be introduced 	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact HAZ-3: Proximity to Sensitive Receptors at Schools. The Project would not create a potentially significant hazard to nearby schools from the emissions and handling of hazardous or acutely hazardous materials.</p>	LTS	None Required.	N/A
<p>Impact HAZ-4: Landfill Hazards – Hazardous Materials. The Project is located on a landfill where subsurface hazardous materials could pose a significant hazard to human health.</p>	S	<p>HAZ-4.1: Landfill Closure, Monitoring, and Maintenance Plans. Prior to Project construction, a revised Closure Plan and Post-Closure Maintenance Plan (PCMP) shall be prepared in accordance with the regulatory requirements described in 27 CCR 21790–21840 and submitted to the LEA, CalRecycle, and Regional Water Board (as required) for review and approval. In addition, a PCLUP shall be prepared in accordance with the regulatory requirements described in 27 CCR 21190 and submitted to the LEA and Regional Water Board (as required) for review and approval. Collectively, these plans shall incorporate the requirements of Mitigation Measures HAZ-4.2 through 4.6, below. In addition, the Project Developer shall continue to work with the regulatory agencies (Regional Water Board, LEA, or CalRecycle) and ensure that all elements and measures necessary to ensure that Project-related health risks to residents and commercial workers are mitigated below the Regional Water Board’s cumulative incremental cancer risk threshold of 1E-06 and hazard index (HI) (i.e., adverse non-cancer risk) of 1.0 established for the Project.</p>	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>HAZ-4.2: Landfill Gas Collection and Removal System. During Project construction, the existing landfill gas collection and removal system (i.e., wells and conveyance lines) shall be systematically abandoned and replaced in conjunction with the phased Project site development while complying with applicable regulatory requirements that govern the performance of these systems. The new system shall be designed to effectively draw landfill gases (e.g., methane, hydrogen sulfide, and volatile COPCs) away from building sub-slab areas.</p> <p>The system design shall be submitted to the City for review and approval, taking into account an evaluation of the following criteria: effective vacuum influence (based on pilot testing and pneumatic modeling), vacuum distribution control, oxygen management (for subsurface fire prevention), ease of maintenance, well location, effect of landfill settlement, mitigation of vapor intrusion risk, and the proposed development on the Project site. The system design shall incorporate temperature- and corrosion-resistant materials. The landfill gas collection and removal system shall be designed, operated, and maintained to control excessive gas concentrations as specified in 27 CCR 20939. The monitoring of landfill gases is described under Mitigation Measures HAZ-4.4, below.</p> <p>HAZ-4.3: Landfill Gas Protection Systems. During Project construction, landfill gas protection systems shall be constructed beneath the sub-slabs of structures located on Parcels 1, 2, 3, and 4 to remove landfill gases (e.g., methane, hydrogen sulfide, and volatile COPCs) that could otherwise accumulate and/or migrate through the sub-slab. The systems may include active gas collection or</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>passive ventilation mechanisms and shall meet the minimum design requirements described in 27 CCR 21190. The landfill gas protection systems shall be designed, operated, and maintained to control excessive gas concentrations as specified in 27 CCR 20939. The monitoring of landfill gases is described under Mitigation Measures HAZ-4.4, below.</p> <p>HAZ-4.4: Landfill Gas Monitoring and Control System Maintenance. During Project construction and operation, a landfill gas monitoring and control program shall be implemented in accordance with 27 CCR 20921-20939. The gas monitoring network shall be designed by a registered civil engineer or a certified engineering geologist and shall ensure detection of the presence of landfill gas migrating beyond the disposal site permitted facility boundary and also into on-site structures. The monitoring network design shall include provisions for monitoring all structures on the Project site, except Parcel 5, including but not limited to, buildings, large subsurface vaults, or any other areas where potential landfill gas buildup may cause adverse impacts on the public health or safety or the environment. Methods for monitoring on-site structures may include, but are not limited to: periodic monitoring, utilizing either permanently installed monitoring probes or gas surveys, and continuous monitoring systems. A methane monitoring system shall be installed inside all buildings on the Project site, except Parcel 5. If methane gas concentrations exceed a threshold of 1.25 percent by volume in air, as described under 27 CCR 20921, the methane monitoring system shall automatically alert the Santa Clara Fire Department, who shall assess the methane conditions and, if necessary,</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>trigger an audible fire alarm to initiate a building evacuation. In the event of an evacuation, the building shall not be reoccupied until the Santa Clara Fire Department has confirmed and approved by that: (1) concentrations of methane meet the applicable compliance requirements and (2) the landfill gas monitoring and control system is operating in a manner that ensures adequate control of methane/vapor intrusion.</p> <p>The landfill gas control system shall be operated and maintained to control excessive gas concentrations as specified in 27 CCR 20939. This includes operating the landfill gas control system in such a manner as to satisfy the following requirements specified in 27 CCR 20921(a):</p> <ul style="list-style-type: none"> • The concentration of methane gas must not exceed 1.25 percent by volume in air within any portion of any on-site structures; • The concentration of methane gas migrating from the disposal site must not exceed 5 percent by volume in air at the disposal site permitted facility boundary or an alternative boundary approved in accordance with Section 20925; and • Trace gases shall be controlled to prevent adverse acute and chronic exposure to toxic and/or carcinogenic compounds that could result in a health risk exceedance of the Regional Water Board’s cumulative incremental cancer risk threshold of 1E-06 and HI (i.e., adverse non-cancer risk) of 1.0 established for the Project. <p>In addition to the monitoring and control of excessive gas concentrations to protect public health and safety and the</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact HAZ-5: Non-Landfill Hazards – Hazardous Materials. Portions of the Project not underlain by refuse contain subsurface hazardous materials that would pose a significant hazard to human health.</p>	S	<p>environment, as specified in 27 CCR 20939, the landfill gas monitoring and control program shall incorporate the monitoring and control requirements for preventing subsurface fires that are described under Mitigation Measure HAZ-9.1, below.</p> <p>HAZ-4.5: Building Restrictions. The Project shall prohibit the construction of enclosed basements located over refuse on Parcels 1, 2, 3, and 4 to minimize the risk of landfill gas accumulation. Over the landfill area, the Project shall also limit residential construction to only Parcel 4 areas located over open-air podium level garages or over at least one level of enclosed commercial space to mitigate vapor intrusion effects by increasing the free flow and exchange of air beneath the residences.</p> <p>HAZ-4.6: Landfill Hazards Disclosure. Information about the existing subsurface hazardous materials conditions and the ongoing mitigation and monitoring requirements described in the PCLUP shall be included in all ground leases and space leases for space located over the Landfill. The text to be inserted shall be subject to review and approval by City.</p> <p>HAZ-5.1: Phase II Site Investigation. Prior to Project construction, a Phase II Site Investigation shall be performed on Parcel 5 and the tennis courts located in the southwest portion of Parcel 4 to (1) delineate the extent of soil, soil gas, and potential groundwater contamination on the site and (2) assess potential health risks posed to construction workers and future site users. The Phase II Site Investigation shall be conducted and evaluated by a licensed professional prior to construction and earthwork activities. The findings of the Phase II Site Investigation</p>	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>shall be submitted to the appropriate regulatory agency to the extent required by applicable law. The Project Developer shall conduct any additional investigation and/or risk assessment and/or implement any remedial or risk mitigation measures required by the regulatory agency.</p> <p>HAZ-5.2: Soil and Groundwater Management Plan. <i>Soil and Groundwater Management Plan.</i> Construction on Parcel 5 and the tennis courts located in the southwest portion of Parcel 4 shall be conducted under a site-specific Soil and Groundwater Management Plan (SGMP) to protect construction workers, the general public, and the environment from hazardous materials identified in the Phase II Site Investigation (see Mitigation Measure HAZ-5.1) and potential undocumented sources of such materials. The SGMP shall delineate specific soil and groundwater management and disposal procedures, construction worker health and safety requirements, and contingency measures in case unknown contamination is encountered during construction. The SGMP shall incorporate the soil and groundwater analytical data from the Phase II Site Investigation to ensure that soil and groundwater are stored, managed, and disposed of in a manner protective of human health and the environment, and in accordance with applicable laws and regulations. The SGMP shall specifically include the following:</p> <ul style="list-style-type: none"> • Procedures for evaluating, handling, storing, testing, and disposing of known soil and groundwater contamination identified during the Phase II Site Investigation during Project excavation and dewatering activities, respectively; 	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact HAZ-6: Leachate Collection and Removal Systems. Project construction and operation that would disturb the existing leachate collection and removal systems could create a significant impact on groundwater quality.</p>	S	<ul style="list-style-type: none"> • Procedures for identifying, testing, and managing soil and groundwater suspected of containing hazardous materials (if any) that have not previously been identified at the site; • Descriptions of required worker health and safety provisions for all workers potentially exposed to hazardous materials in accordance with State and federal worker safety regulations; and • Identification of personnel responsible for implementation of the SGMP. <p>HAZ-6.1: Finalize Draft Technical Memorandum: Leachate Collection and Removal System. Prior to Project construction, a final Technical Memorandum: Leachate Collection and Removal System shall be prepared and implemented as part of the PCLUP. The technical memorandum shall be submitted to the LEA for review and approval and to CalRecycle and the Regional Water Board for review and comment. Specifically, the final technical memorandum shall contain, at a minimum, the following requirements:</p> <ul style="list-style-type: none"> • During the construction phase of Parcel 3, the existing leachate collection and removal system (LCRS) risers LR-1 and LR-4 shall be protected and preserved during construction by flagging the well head locations, extending the risers, and installing a bollard around each riser. • If LR-1 or LR-4 are damaged during construction, repairs and modifications shall be completed promptly. • LR-1 and LR-4 shall be supported and anchored to prevent potential settlement over time and finished to 	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>grade at the end of excavation and/or completion of construction.</p> <ul style="list-style-type: none"> Ongoing operation and maintenance of the leachate recovery system shall continue during and after Project construction. The LCRS monitoring shall continue in accordance with the Regional Water Board’s WDR Order No. R2-2002-0008 for the site, which shall be revised to consider the proposed development and modifications to the landfill systems. 	
<p>Impact HAZ-7: Aviation Hazard. The Project would not create a potentially significant aviation hazard to nearby public-use airports.</p>	LTS	None Required.	N/A
<p>Impact HAZ-8: Impairment of Emergency Access or Emergency Plans. The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p>	LTS	None Required.	N/A
<p>Impact HAZ-9: Landfill Hazards – Subsurface Fires. The Project is located on a landfill where a subsurface fire resulting from the heating of waste materials could pose a significant risk of loss, injury, or death.</p>	S	<p>HAZ-9.1: Subsurface Fire Prevention, Detection, and Response Plan. Prior to construction, a Subsurface Fire Prevention, Detection, and Response Plan shall be prepared that describes how subsurface heating conditions above the landfill will be monitored, prevented, and suppressed. The plan, which may be included as part of a larger planning document, shall identify responsible parties and schedules for implementing the measures described in the plan. The Project Developer shall submit the plan to the LEA, CalRecycle, and SCFD for review and comment. Responses to comments shall be incorporated into a final Subsurface Fire Prevention, Detection, and Response Plan from the</p>	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>regulatory agencies. The plan shall also incorporate the prevention, detection, and response actions described under Mitigations HAZ-9.2 and HAZ-9.3, below, unless alternative actions are approved by LEA, CalRecycle, and SCFD. The final plan shall be implemented during Project construction and operation.</p> <p>HAZ-9.2: Subsurface Fire Prevention and Detection Measures. The following measures may be included in whole, or in part, in the Subsurface Fire Prevention, Detection, and Response Plan, as required by the LEA, CalRecycle, and SCFD. In addition, these agencies may require additional measures.</p> <p>The landfill gas collection system shall be monitored and maintained to minimize the intrusion of oxygen (i.e., air) into the landfill and prevent the overheating of waste due to aerobic decomposition. In accordance with BAAQMD monitoring requirements (Regulation 8-34), the gauge pressure, nitrogen or oxygen concentration, and temperature of landfill gas within each extraction wellhead shall be monitored once a month and evaluated to ensure the system is not overdrawing air into the landfill. The nitrogen and oxygen concentrations may be measured using a calibrated portable instrument. The landfill gas measured at each extraction well head must meet the following monitoring threshold requirements:</p> <ul style="list-style-type: none"> • Nitrogen concentrations less than 20 percent or oxygen levels less than 5 percent; and • Maximum temperature of 140 degrees Fahrenheit. <p>The nitrogen and oxygen thresholds shall be used to indicate if the gas collection system is overdrawing and causing excessive ambient air infiltration into the landfill</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>through its surface and sides. An exceedance of the maximum temperature threshold shall indicate that a subsurface fire may exist. Other evidence of a potential subsurface fire shall include the following:</p> <ul style="list-style-type: none"> • Observations of rapid settlement over a short period of time; • Smoke or smoldering odor emanating from the gas extraction system or landfill; or • Combustion residue in extraction wells and/or headers. <p>The landfill gas collection system shall be adjusted to reduce well extraction rates (if necessary) to ensure the monitoring thresholds for nitrogen/oxygen and temperature are not exceeded, while continuing to ensure the control of other excessive gas concentrations in the landfill (e.g., methane and trace gases) as specified in 27 CCR 20939. In the event that one or both of the monitoring thresholds are exceeded or other evidence of a potential subsurface fire is observed, then gas samples shall be collected from the extraction wells in the affected area and submitted to a certified laboratory for analysis of nitrogen, oxygen, and carbon monoxide. Analytical results for nitrogen and oxygen that exceed the monitoring thresholds shall be used as confirmation that an aerobic environment is present. Analytical results for carbon monoxide that exceed 1,000 parts per million shall be used as confirmation that a subsurface fire exists.</p> <p>HAZ-9.3: Subsurface Fire Suppression. If a subsurface fire condition has been confirmed (i.e., carbon monoxide level exceed 1,000 parts per million), the LEA, CalRecycle, and SCFD shall be notified immediately. The extraction wells</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact C-HAZ-1: Cumulative Hazards and Hazardous Materials Impacts. The Project, in combination with other foreseeable development in the vicinity, would not have a significant cumulative impact from hazardous materials use, soil and groundwater contamination, hazardous materials in building components, landfill siting hazards, aviation hazards, or impairment of emergency access or emergency plans. This cumulative impact would be less than significant.</p>	S	<p>surrounding the subsurface fire shall be shut down temporarily to reduce oxygen levels. The extraction wells shall then be returned to active use in stages in conjunction with monitoring to determine if the subsurface fire has been suppressed. If shutting down the extraction wells does not suppress the fire and/or results in the excess accumulation of methane and other trace gases beneath structures, then a Class A foam or wetting agent shall be injected into the affected area. These chemicals include a surfactant that reduces surface tension and improves penetration depth. Large amounts of water shall not be used, because water can exacerbate the fire potential, generate contaminated runoff, increase leachate, and cause slope failure.</p> <p>Mitigation Measures HAZ-2.1, HAZ-4.1 through 4.6, and HAZ-6.1.</p>	LTS
<p>3.12 Population and Housing</p>			
<p>Impact POP-1: Population Growth. Implementation of the Project would induce substantial population growth greater than planned within the City and the region, resulting in potentially significant secondary environmental impacts.</p>	See Impact LU-1	Mitigation Measure LU-1.1.	See Impact LU-1

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
Impact POP-2: Displacement of People. The Project would not result in the displacement of a substantial number of people, necessitating the construction of replacement housing elsewhere.	LTS	None Required.	N/A
Impact C-POP-1: Cumulative Population and Housing Impacts. The Project, in combination with other foreseeable development in the vicinity, would induce substantial population growth and housing demand greater than planned within the City and region. However, the Project, in combination with cumulative development, would not displace substantial numbers of people.	LTS = Displacement Population Growth, see C-LU-1	Mitigation Measure LU-1.1.	See Impact C-LU-1
3.13 Public Services			
Impact PS-1: Impacts on Fire Services and Facilities. The Project would not result in the need for new or physically altered fire service facilities beyond what is analyzed in this EIR.	LTS	None Required.	N/A
Impact PS-2: Impacts on Police Services and Facilities. The Project would not result in the need for new or physically altered police service facilities.	LTS	None Required.	N/A
Impact PS-3: Impacts on School Facilities. The Project would not result in the need for new or physically altered school facilities.	LTS	None Required.	N/A
Impact PS-4: Impacts on Parks and Recreation Facilities. The Project would not result in the need for new or physically altered parks and recreation facilities.	LTS	None Required.	N/A

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
Impact PS-5: Impacts on Library Facilities. The Project would not result in the need for new or physically altered library facilities.	LTS	None Required.	N/A
Impact C-PS-1: Cumulative Public Service Impacts. The Project, in combination with other foreseeable development in the city, would result in the need for new or physically altered public service facilities.	LTS	None Required.	N/A
3.14 Utilities			
Impact UT-1: Water Demand. The Project would have sufficient water supplies available to serve the Project from existing entitlements and resources, and no new or expanded entitlements would be needed. In addition, the Project’s contribution to cumulative impacts is less than considerable.	LTS	None Required.	N/A
Impact UT-2: Water Delivery System. The Project would require the expansion of existing facilities, the construction of which could cause significant environmental effects.	S	All relevant mitigation measures included for construction in other EIR sections would apply to water line and recycled water line construction on- and off-site.	LTS
Impact UT-3: Wastewater Generation. The Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, require or result in the construction of new wastewater treatment facilities or the expansion of existing treatment facilities, or result in a determination by the Santa Clara Regional Wastewater Treatment Facility (WWTF) that it has inadequate capacity to serve the Project’s expected demand and existing entitlements. However, the existing sanitary sewer system serving the Project site	S	<i>UT-3.1: Make a Fair-Share Contribution to Upgrading the Rabello and Northside Pump Station System’s Capacity.</i> The City will conduct detailed engineering study and analysis to determine the precise size and timing needed for the required pump station capacity upgrades to address overcapacity due to projected cumulative development. The City will implement the required capacity upgrades and the Developer will fund its fair share of such upgrades. The City shall determine the fair-share cost contribution for the Project based on the Project’s percent of wastewater flow cumulative capacity needs above the current pump capacity (based on	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
would not have sufficient pumping capacity to accommodate the Project.		conceptual planning to date, that fair share is estimated as 27 percent of 2035 cumulative overcapacity amount). The City may require the Developer to fund the design and construction of the conveyance capacity upgrades to the Rabello and Northside Sanitary Sewer Pump Stations concurrent with construction of Phase 2 of the Project; the pump station upgrades would be designed to address overcapacity due to projected cumulative development. If the Developer is required to fund pump station upgrade costs, with the exception of costs attributable to the Project’s fair share contribution to the upgrade, the City would reimburse the Developer for the design and construction costs through first (a) refunding the Project’s Sanitary Sewer Conveyance Fees already paid by Developer or crediting those fees when due and (b) providing to Developer Sanitary Sewer Conveyance Fees collected from developers of projects that would use the Rabello and Northside Sanitary Sewer Pump Stations.	
Impact UT-4: Stormwater Generation. The Project would require the construction of new stormwater drainage facilities or the expansion of existing facilities, but the construction of such facilities would not cause significant environmental effects.	S	All relevant mitigation measures included for construction in other EIR sections would apply to the construction of all Project stormwater drainage facilities on- and off-site.	LTS

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
Impact UT-5: Landfill Capacity. The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project’s solid waste disposal needs.	LTS	None Required.	N/A
Impact UT-6: Energy Demand. The Project would not result in wasteful, inefficient, or unnecessary energy use with mitigation, and the construction impacts of necessary energy infrastructure would be less than significant with mitigation.	S	Implement Mitigation Measures TRA-1.1 and GHG-1.2. In addition, all relevant mitigation measures included for construction in other EIR sections would apply to the construction of all Project energy infrastructure improvements both on- and off-site.	LTS
Impact C-UT-2: Cumulative Utilities Impacts. The Project, in combination with other foreseeable development in the vicinity, would not require or result in the construction of new wastewater or stormwater treatment facilities or the expansion of existing treatment facilities; result in a determination of inadequate capacity to serve the expected demand and existing entitlements; or result in wasteful, inefficient, or unnecessary energy use. However, the Project would be served by a landfill with insufficient permitted capacity to accommodate solid waste disposal needs. The Project would also contribute to cumulative energy demands that may result in significant and unavoidable secondary environmental impacts related to long-term energy generation and transmission.	S	Implement Mitigation Measure UT-3.1.	SU

Notes:

LTS = Less than significant

LTS/M = Less than significant with mitigation

SU = Significant and unavoidable

N/A = not applicable

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
Secondary Impact Analysis – Intersection Improvements			
Land Use			
<p>Land Use Impacts from Improvements in Existing Road ROWs. Intersection improvements in existing road ROWs would support local and regional goals and policies and would result in a less-than-significant impact related to land use.</p>	LTS	None Required.	N/A
<p>Land Use Impacts from At-Grade Improvements Requiring Additional ROW. Intersection at-grade improvements requiring additional ROWs would support local and regional goals and policies and would result in a less-than-significant impact related to land use.</p>	LTS	None Required.	N/A
<p>Land Use Impacts from Freeway Ramps. Freeway ramp improvements would support local and regional goals and policies and would result in a less-than-significant impact related to land use.</p>	LTS	None Required.	N/A
<p>Land Use Impacts from Interchanges. Several of the interchange improvements could require substantial ROW acquisition, which could require major changes to the existing land use, resulting in a potential conflict with applicable land use plans, policies, or regulations.</p>	PSU	All interchange improvements would undergo separate CEQA review by their respective Lead Agency. The final impacts and mitigation measures would be disclosed by the Lead Agency at that time.	N/A

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
Aesthetics			
<p>Aesthetics Impacts from Improvements in Existing Road ROWs. Intersection improvements in existing road ROWs would be visually consistent with existing roadway elements and would not introduce new substantial sources of light or glare. However, trees could be removed for improvements at certain intersections, result in a potentially significant impact.</p>	PS	Mitigation Measure IM-BIO-1 (see below)	LTS
<p>Aesthetics Impacts from At-Grade Improvements Requiring Additional ROW. Intersection at-grade improvements requiring additional ROWs would be visually consistent with existing roadway elements and would not introduce new substantial sources of light or glare. However, trees could be removed for improvements at certain intersections, result in a potentially significant impact.</p>	PS	Mitigation Measure IM-BIO-1 (see below)	LTS
<p>Aesthetics Impacts from Freeway Ramps. Freeway ramp improvements would be visually consistent with existing roadway elements and features would be designed in accordance with the applicable Congestion Management Program (CMP) guidelines. However, trees could be removed for improvements at certain intersections, result in a potentially significant impact.</p>	PS	Mitigation Measure IM-BIO-1 (see below)	LTS
<p>Aesthetics Impacts from Interchanges. The majority of interchange improvements would be visually consistent with existing roadway elements. However, a new interchange at Intersection 52 may result in substantial visual changes with respect to views from the residential areas, given the visual intensity of large grade-separated roadways.</p>	PSU	Mitigation Measure IM-BIO-1 (see below). Interchange improvements will undergo separate CEQA review. The final impacts and mitigation measures will be disclosed by the Lead Agency.	N/A

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
Transportation			
<p>Transportation Impacts from Improvements in Existing Road ROWs. Intersection improvements in existing road ROWs have been identified as measures that would improve the vehicle carrying capacity of intersections and/or reduce vehicle delay at the affected intersections, resulting in less-than-significant impacts to traffic. However, temporary impacts on public transit, bicycle or pedestrian facilities, and emergency access could also occur if construction of the intersection improvements were to significantly change access for these users, resulting in a potentially significant impact.</p>	PS	<p><i>IM-TRA-1: Prepare and Implement a Construction Traffic Control Plan.</i> Prior to issuance of grading permits, the construction contractor will develop the traffic control plan in accordance with the appropriate jurisdiction’s policies and submit for approval. The plan will be implemented throughout the course of construction and may include, but will not be limited to, the following elements.</p> <ul style="list-style-type: none"> • Limit truck access to the intersection during peak commute times (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 pm.). • Require that written notification be provided to contractors regarding appropriate routes to and from the intersection, and the weight and speed limits on local roads used to access the intersection. • Provide access for emergency vehicles at all times. • Provide adequate parking for construction employees, site visitors, and inspectors as feasible. • Maintain bicycle and pedestrian access and circulation during Project construction where safe to do so. If construction encroaches on a bike lane, warning signs will be posted that indicate bicycles and vehicles are sharing the roadway. If construction encroaches on a sidewalk, a safe detour will be provided for pedestrians at the nearest crosswalk. • Require traffic controls in the vicinity of the intersection, including flagpersons with bright orange or red vests and using a “Stop/Slow” paddle to control oncoming traffic. 	LTS

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Transportation Impacts from At-Grade Improvements Requiring Additional ROW. Intersection at-grade improvements requiring additional ROWs have been identified as measures that would improve the vehicle carrying capacity of intersections and/or reduce vehicle delay at the affected intersections, resulting in less-than-significant impacts to traffic. However, temporary impacts on public transit, bicycle or pedestrian facilities, and emergency access could also occur if construction of the intersection improvements were to significantly change access for these users, resulting in a potentially significant impact.</p>	PS	<ul style="list-style-type: none"> • Post standard construction warning signs in advance of the construction area and at any intersection that provides access to the construction area. • Repair or restore the road right-of-way to its original condition or better upon completion of the work. <p>Mitigation Measure IM-TRA-1.</p>	LTS
<p>Transportation Impacts from Freeway Ramps. Freeway ramp improvements have been identified as measures that would improve the vehicle carrying capacity of intersections and/or reduce vehicle delay at the affected intersections, resulting in less-than-significant impacts to traffic. However, temporary impacts on public transit, bicycle or pedestrian facilities, and emergency access could also occur if construction of the intersection improvements were to significantly change access for these users, resulting in a potentially significant impact.</p>	PS	Mitigation Measure IM-TRA-1.	LTS

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Transportation Impacts from Interchanges. Interchange improvements have been identified as measures that would improve the vehicle carrying capacity of intersections and/or reduce vehicle delay at the affected intersections, resulting in less-than-significant impacts to traffic. However, temporary impacts on public transit, bicycle or pedestrian facilities, and emergency access could also occur if construction of the intersection improvements were to significantly change access for these users, resulting in a potentially significant impact.</p>	PSU	Mitigation Measure IM-TRA-1. Interchange improvements will undergo separate CEQA review. The final impacts and mitigation measures will be disclosed by the Lead Agency.	N/A
Air Quality			
<p>Air Quality Impacts from Improvements in Existing Road ROWs. Construction and operation of intersection improvements in existing road ROWs would not generate significant air pollutant emissions.</p>	LTS	None Required.	N/A
<p>Air Quality Impacts from At-Grade Improvements Requiring Additional ROW. Construction of intersection at-grade improvements requiring additional ROWs could generate significant air pollutant emissions. Two of these intersection improvements would require construction adjacent to residential development (Intersections 77 and 83), which might affect sensitive residential receptors.</p>	PS	<p><i>IM-AQ-1: Implement Measures to Reduce Construction-Related Dust Emissions.</i> The Project Developer shall require all construction contractors to implement the specific construction mitigation measures below to reduce fugitive dust. Emissions reduction measures shall include, at a minimum, the measures below. Alternative measures may be identified by the Project Developer or its contractor, as appropriate, provided that they are as effective as the measures below. Alternative measures shall be submitted to the City for approval.</p> <ul style="list-style-type: none"> • All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. If water infiltration into landfill 	LTS

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>refuse layers is a concern, non-toxic soil stabilizers may be used instead.</p> <ul style="list-style-type: none"> • All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph for a period of 2 hours or more. • Windbreaks (e.g., fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Windbreaks shall have at maximum 50 percent air porosity. • Exposed ground areas that are to be reworked more than 1 month after initial grading should be sown with fast-germinating native grass seed and watered appropriately until vegetation is established. If grass seeding is not feasible, then non-toxic soil stabilizers may be used. • All construction trucks and equipment, including tires, involved in ground disturbance or transit through loose soil areas shall be washed off prior to leaving the site. • Site accesses to a distance of 25 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel. Alternatively, a rumble plate may be used in place of chips, mulch, or gravel. • Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than 1 percent. <p><i>IM-AQ-2: Implement Measures to Reduce Construction-Related Exhaust Emissions.</i> The Project Developer shall require all construction contractors to implement the specific construction mitigation measures below to reduce equipment exhaust emissions. Emission reduction measures shall include, at a minimum, the measures below. Alternative</p>	

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>measures may be identified by the Project Developer or its contractor, as appropriate, provided that they are as effective as the measures below. Alternative measures shall be submitted to the City for approval.</p> <ul style="list-style-type: none"> • Idling time of diesel powered construction equipment shall be limited to 2 minutes. • Ensure that all off-road diesel-powered equipment used during construction between 2017 and 2022 is equipped with U.S. Environmental Protection Agency (EPA) Tier 3 or cleaner engines, except for specialized construction equipment for which an EPA Tier 3 engine is not available. Consistent with advancements of the statewide fleet average, the Project Developer shall ensure that all off-road diesel-powered equipment used during construction between 2023 and 2030 is equipped with EPA Tier 4 engines. This requirement will ensure construction equipment remains cleaner than the fleet-wide average. • Ensure that all on-road heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater used at the Project site comply with EPA 2007 on-road emissions standards for particulate matter of 10 micrometers or less (PM10) and nitrogen oxides (NO_x) (0.01 grams per brake horsepower-hour [g/bhp-hr] and 0.20 g/bhp-hr, respectively). • Notwithstanding the above requirements, all construction equipment, diesel trucks, and generators shall meet the California Air Resources Board’s most recent certification standard for off-road heavy-duty diesel engines and shall employ Best Available Control Technology for reductions in NO_x and particulate matter (PM) emissions if more stringent than the requirements above. 	

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Air Quality Impacts from Freeway Ramps. Construction of freeway ramp improvements could generate significant air pollutant emissions.</p>	PS	Mitigation Measures IM-AQ-1 and IM-AQ-2.	LTS
<p>Air Quality Impacts from Interchanges. Construction of the interchange improvements could expose sensitive receptors to substantial pollutant concentrations during construction, depending on the presence of sensitive receptors in proximity to intersection improvement locations. Some intersections (e.g., Intersection 52) are adjacent to residential development.</p>	PSU	Mitigation Measures IM-AQ-1 and IM-AQ-2. These interchange improvements will undergo separate CEQA review. The final impacts and mitigation measures will be disclosed by the Lead Agency.	N/A
Greenhouse Gas Emissions			
<p>Greenhouse Gas Impacts from Improvements in Existing Road ROWs. Operation and construction of the intersection improvements in existing road ROWs would not result in the creation of structures or sources that would emit long-term, operational greenhouse gases (GHGs).</p>	LTS	None Required.	N/A
<p>Greenhouse Gas Impacts from At-Grade Improvements Requiring Additional ROW. Operation and construction of intersection at-grade improvements requiring additional ROWs would not result in the creation of structures or sources that would emit long-term operational GHGs.</p>	LTS	None Required.	N/A
<p>Greenhouse Gas Impacts from Freeway Ramps. Construction of freeway ramp improvements could generate significant GHGs</p>	PS	Mitigation Measure IM-AQ-2, plus: <i>IM-GHG-1: Utilize Alternative Fuels during Construction.</i> Require construction contractors to use alternative fuels in at least 30 percent of the construction equipment that uses diesel fuel. Alternative fuels may include electricity,	LTS

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Greenhouse Gas Impacts from Interchanges. Construction of interchange improvements could generate significant GHGs.</p>	PS	<p>compressed natural gas (CNG), biodiesel (B-20), or renewable diesel, such as diesel high-performance renewable (HPR). Mitigation Measures IM-AQ-2 and IM-GHG-1. These interchange improvements will undergo separate CEQA review. The final impacts and mitigation measures will be disclosed by the Lead Agency.</p>	N/A
Noise			
<p>Noise Impacts from Improvements in Existing Road ROWs. Intersection improvements in existing road ROWs would not result in changes in operational intersection noise or perceptible changes in noise levels at nearby sensitive receptors. Construction-related noise impacts would be temporary and limited to the duration of the construction period.</p>	LTS	None Required.	N/A
<p>Noise Impacts from At-Grade Improvements Requiring Additional ROW. Intersection at-grade improvements requiring additional ROWs could shift operational intersection noise closer to sensitive receptors (i.e., residents, office workers, recreationists, etc.) in adjacent buildings; however, this would not result in a noticeable difference compared to existing conditions, because vehicular noise already exists in the areas. Construction-related noise impacts would be temporary and limited to the duration of the construction period.</p>	LTS	None Required.	N/A
<p>Noise Impacts from Freeway Ramps. Freeway ramp improvements would not result in changes in operational intersection noise or perceptible changes in noise levels at nearby sensitive receptors.</p>	LTS	None Required.	N/A

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Construction-related noise impacts would be temporary and limited to the duration of the construction period.</p>			
<p>Noise Impacts from Interchanges. Interchange improvements could result in traffic noise from the elevated roadway that could affect adjacent receptors differently compared with current conditions. In addition, noise associated with night work or pile driving may not always be mitigable to a less-than-significant level. However, only one of the interchange locations (Intersection 52) has adjacent residential receptors, resulting in significant impacts.</p>	PSU	<p>Interchange improvements will undergo separate CEQA review. The final impacts and mitigation measures will be disclosed by the Lead Agency.</p>	N/A
Cultural Resources			
<p>Cultural Resource Impacts from Improvements in Existing Road ROWs. All the intersection improvement sites have most likely already been disturbed during construction of the existing roadway facilities; therefore, the improvements in the existing road ROWs would have less-than-significant impacts on cultural resources.</p>	LTS	<p>None Required.</p>	N/A
<p>Cultural Resource Impacts from At-Grade Improvements Requiring Additional ROW. Although all the intersection improvement sites have most likely already been disturbed during construction of the existing roadway facilities, ground-disturbing activities outside of the ROW may uncover, damage, or destroy unknown or unrecorded archaeological resources, paleontological resources, or human remains.</p>	PS	<p><i>IM-CR-1: Conduct Cultural Resource Investigations and Protect and Recover Significant Resources.</i> The Lead Agency shall conduct a cultural resource investigation that includes a background records search (including a search of records from Sonoma State and historical societies, contact with Native American representatives identified by the Native American Heritage Commission (NAHC), and site pedestrian surveys) for the areas of ground disturbance from each roadway improvement. If significant known or suspected sites are discovered within the Project footprint</p>	LTS

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>and would be disturbed by the Project, then a cultural resource treatment plan shall be prepared, defining Project monitoring and resource recovery and curation requirements concerning any encountered cultural resources.</p> <p><i>IM-CR-2: Stop Work if Cultural Resources Are Encountered during Ground-Disturbing Activities.</i> In the event that cultural resources are encountered during ground-disturbing activities, all work within proximity of the find shall temporarily halt so that the archaeological monitor can examine the find and document its provenience and nature (e.g., with drawings, photographs, written descriptions). The archaeological monitor shall then direct that the work proceed if the find is deemed to be insignificant, continue elsewhere, or cease until adequate mitigation measures are adopted. If the find is determined to be potentially significant, the archaeologist, in consultation with the appropriate jurisdiction, shall develop a treatment plan, which could include site avoidance, capping, or data recovery. If data recovery is determined to be appropriate, excavation shall target recovery of an appropriate amount of information from archaeological deposits to determine the potential of the resource to address specific research questions. If it occurs, data recovery shall emphasize the understanding of the archaeological deposit’s structure, including features and stratification, horizontal and vertical extent, and content, including the nature and quantity of artifacts.</p> <p><i>IM-CR-3: Stop Work if Human Remains Are Encountered during Ground-Disturbing Activities.</i> If human remains are discovered (in either an archaeological or construction</p>	

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Cultural Resource Impacts from Freeway Ramps. Although all of the freeway ramp improvement sites have most likely already been disturbed the construction of the existing roadway facilities, ground-disturbing activities may uncover, damage, or destroy unknown or unrecorded archaeological resources, paleontological resources, or human remains.</p>	PS	<p>context), all work within proximity of the remains shall stop so that the archaeological monitor can examine the remains. The County Coroner shall be notified to make a determination as to whether the remains are of Native American origin. If the remains are determined to be Native American, the coroner shall notify the NAHC immediately. The NAHC shall notify those persons it believes are most likely descended from the deceased Native American. Once the NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the State CEQA Guidelines.</p> <p>Mitigation Measures IM-CR-1, IM-CR-2, and IM-CR-3.</p>	LTS
<p>Cultural Resource Impacts from Interchanges. The additional ROW required for some of the interchange improvements could involve demolition of existing structures, which could potentially be historic resources. In addition, although all of the interchange improvement sites have most likely already been disturbed during construction of the existing roadway facilities, ground-disturbing activities may uncover, damage, or destroy unknown or unrecorded archaeological resources or human remains.</p>	PSU	<p>Mitigation Measures IM-CR-1, IM-CR-2, and IM-CR-3. These interchange improvements will undergo separate CEQA review. The final impacts and mitigation measures will be disclosed by the Lead Agency.</p>	N/A

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
Biological Resources			
<p>Biological Resource Impacts from Improvements in Existing Road ROWs. The existing urbanized setting of the intersection improvement locations makes it unlikely that the improvements would substantially affect any special-status species, special-status plants, associated habitat or other sensitive natural communities, including wetlands, or wildlife corridors. However, trees could be removed for improvements at certain intersections, resulting in a potentially significant impact.</p>	PS	<p>IM-BIO-1: Replace Removed Trees. The Project Developer shall replace all trees removed as part of the intersection improvements in accordance with the tree preservation policies or ordinances of the jurisdiction in which the improvements are constructed.</p> <p>IM-BIO-2: Preconstruction Surveys. For all intersections that have trees within the intersection footprint or that will remove trees, the Project Developer and its contractors shall avoid conducting vegetation removal during the migratory bird nesting season (February 1–August 31), if feasible. If construction activities must commence during the migratory bird nesting season, the Project Developer shall retain a qualified wildlife biologist to conduct a survey for nests of migratory birds. Surveys for nesting migratory birds shall occur within 3 days prior to the commencement of ground disturbance and vegetation removal.</p> <p>If an active nest is discovered, a no-disturbance buffer zone around the nest tree or shrub (or, for ground-nesting species, the nest itself) shall be established. The no-disturbance zone shall be marked with flagging or fencing that is easily identified by the construction crew and shall not affect the nesting bird or attract predators to the nest location. In general, the minimum buffer zone widths shall be as follows: 50 feet (radius) for non-raptor ground-nesting species, 50 feet (radius) for non-raptor shrub- and tree-nesting species, and 300 feet (radius) for raptor species. Buffer widths may be modified based on discussion with the California Department of Fish and Wildlife (CDFW). Buffers shall remain in place as long as the nest is active or young remain in the area and are</p>	LTS

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Biological Resource Impacts from At-Grade Improvements Requiring Additional ROW. The existing urbanized setting of the intersection improvement locations makes it unlikely that the improvements would substantially affect any special-status species, special-status plants. However, there would be improvements to some intersections (Intersections 84, 96, and 123) that have or are adjacent to sensitive habitats such as wetlands or grasslands. In addition, trees could be removed for improvements at certain intersections, resulting in a potentially significant impact.</p>	PS	<p>dependent on the nest. If a burrowing owl nest is identified during preconstruction surveys, no-activity buffers will adhere to the recommendations in the 2012 California Department of Fish and Game Staff Report on Burrowing Owl Mitigation.</p> <p>Mitigation Measures IM-BIO-1 and IM-BIO-2, plus: <i>IM-BIO-3: Site-Specific Surveys and Species/Habitat Avoidance, Minimization, and Compensation Measures.</i> For intersections with the potential to have sensitive habitats, the Project Developer, in consultation with a qualified biologist, shall conduct site-specific surveys for special-status species, sensitive habitats, wetlands and waters of the United States, and nesting birds. If found, the Project Developer and its contractor shall implement avoidance and minimization measures, where feasible. Where avoidance is not possible, the Project Developer shall compensate for lost habitat at a minimum 1:1 basis. Compensation for lost habitat will be determined in consultation with CDFW/U.S. Fish and Wildlife Service (USFWS), as appropriate. The Project Developer shall obtain all required permits from the U.S. Army Corps of Engineers (USACE), the Regional Water Quality Control Board, and CDFW, and USFWS, as appropriate. The Project Developer shall provide buffer fencing and species relocation, as necessary, if permitted by CDFW/USFWS. Additionally, if special-status species or habitats are identified during the site-specific surveys, a Worker Environmental Awareness Training Program for construction personnel will be conducted by a qualified biologist retained by the Project Developer. The program will provide workers with information on their</p>	LTS

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Biological Resource Impacts from Freeway Ramps. The additional required ROW for the freeway ramp intersection improvements include remnant grassland areas, which, though disturbed, may provide habitat for special-status species such as the burrowing owl. There are also adjacent wetland areas north of SR 237. Tree removal may also be necessary, which could affect native bird species that could be nesting in the trees if construction occurs during the nesting/breeding season.</p>	PS	<p>responsibilities with regard to the special-status species. The training will provide a physical description of the special-status species that have potential to occur and be affected by construction activities to each construction crew prior to the initiation of the crew’s construction activities. The worker awareness training will also detail each species’ habitat and legal protections, a photo of relevant species, and contact information for the primary biologist.</p> <p>Mitigation Measures IM-BIO-1, IM-BIO-2, and IM-BIO-3.</p>	LTS
<p>Biological Resource Impacts from Interchanges. Although the interchange improvements could occur within a highly disturbed urban context, it is possible that there may be waters or wetlands (in the form of urban ditches) at some of the interchange locations and tree removal would be required.</p>	PS	<p>Mitigation Measures IM-BIO-1, IM-BIO-2, and IM-BIO-3. These interchange improvements will undergo separate CEQA review. The final impacts and mitigation measures will be disclosed by the Lead Agency.</p>	N/A

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
Geology and Soils			
<p>Geology and Soils Impacts from Improvements in Existing Road ROWs. Intersection improvements in existing road ROWs would not expose structures or populations to new risks involving fault ruptures, seismic ground shaking, seismically related ground failures, or unstable geological units or soils.</p>	LTS	None Required.	N/A
<p>Geology and Soils Impacts from At-Grade Improvements Requiring Additional ROW. Intersection at-grade improvements requiring additional ROWs would not expose structures or populations to new risks involving fault ruptures, seismic ground shaking, seismically related ground failures, or unstable geological units or soils. However, some of the intersection improvements (Intersections 14, 45, and 84) could require construction or modification of retaining walls, which could disturb fill slopes/soils and may make them unstable.</p>	PS	<p>IM-GEO-1: Prepare a Geotechnical Investigation. Prior to construction of any intersection improvement that requires retaining walls (or disturbance of existing retaining wall), disturbance or placement of fill, substantial excavation below grade, establishment of new slopes, and/or placement of new structures above or below grade, the Project Developer shall prepare a geotechnical investigation to evaluate the potential for geologic, seismic, and soil risks. The geotechnical investigation shall include recommendations to abate any potential risks. If risks are identified, the Project Developer shall implement the recommendations included in the geotechnical investigation.</p>	LTS
<p>Geology and Soils Impacts from Freeway Ramps. Construction of freeway ramp improvements would include ground-disturbing activities, but would adhere to the requirements of the State Water Resources Control Board. In addition, these intersection improvements could require the construction of retaining walls and substantial grading, which could disturb fill slopes/soils and may make them unstable.</p>	PS	Mitigation Measure IM-GEO-1.	LTS

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Geology and Soils Impacts from Interchanges. Construction of interchange improvements would include ground-disturbing activities, but would adhere to the requirements of the State Water Resources Control Board. These intersection improvements would require substantial grading, the creation of new slopes, excavation below grade, and construction of potential above-grade and below-grade structures.</p>	PS	The interchange improvements will undergo separate CEQA review. The final impacts and mitigation measures will be disclosed by the Lead Agency.	N/A
Hydrology and Water Quality			
<p>Hydrology and Water Quality Impacts from Improvements in Existing Road ROWs. Intersection improvements in existing road ROWs would not substantially alter the existing drainage patterns of the affected area, deplete groundwater supplies, or interfere with groundwater recharge.</p>	LTS	None required.	N/A
<p>Hydrology and Water Quality Impacts from At-Grade Improvements Requiring Additional ROW. Intersection at-grade improvements requiring additional ROWs would not create a substantial amount of stormwater runoff that could exceed the existing capacity of the stormwater drainage system or have substantial water quality impacts. However, improvements at Intersection 84 in San José could also result in significant impacts on nearby wetlands northeast of the intersection</p>	PS	Mitigation Measure IM-BIO-3.	LTS
<p>Hydrology and Water Quality Impacts from Freeway Ramps. The freeway ramp improvements could alter the existing drainage patterns on-site and create new impervious surfaces, which could create a substantial amount of stormwater runoff that would exceed the</p>	PS	<p><i>IM-WQ-1: Prepare a Hydrology and Water Quality Technical Report.</i> Prior to construction of any intersection improvement, the Project Developer shall prepare a hydrology and water quality technical report to evaluate the existing drainage and stormwater conditions at the</p>	LTS

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
existing capacity of the stormwater drainage system and have water quality impacts.		subject intersections. The technical report shall include recommendations for drainage and stormwater controls to minimize impacts related to changes in drainage patterns that would result from the intersection improvements. The Project Developer shall be required to implement the report’s recommendations.	
Hydrology and Water Quality Impacts from Interchanges. Interchange improvements could alter the existing drainage patterns on-site and create new impervious surfaces, which could create a substantial amount of stormwater runoff that would exceed the existing capacity of the stormwater drainage system and have water quality impacts.	PS	Mitigation Measure IM-WQ-1. These interchange improvements will undergo separate CEQA review. The final impacts and mitigation measures will be disclosed by the Lead Agency.	N/A
Hazards and Hazardous Materials			
Hazards and Hazardous Materials Impacts from Improvements in Existing Road ROWs. These intersection improvements would not expose people to hazards caused by proximity to a public or private airport, would not expose people to wildland fire hazards, and would not result in the creation of structures or sources that would result in the long-term operational use or emissions of hazardous materials. However, construction of the intersection improvements in existing road ROWs could result in lane or street closures and could temporarily interfere with an adopted emergency response plan or emergency evacuation plan.	PS	Mitigation Measure IM-TRA-1.	LTS

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Hazards and Hazardous Materials Impacts from At-Grade Improvements Requiring Additional ROW. Construction of the intersection at-grade improvements requiring additional ROWs could result in lane or street closures and could temporarily interfere with an adopted emergency response plan or emergency evacuation plan. In addition, since it is unknown if intersection improvement sites are included on a list of hazardous materials site, it is assumed that if hazardous materials are disturbed during construction, this could create a hazard to the environment.</p>	PS	<p>Mitigation Measure IM-TRA-1, plus: <i>IM-HAZ-1: Prepare a Phase I Environmental Site Assessment.</i> Prior to construction of any intersection improvement involving ground disturbance of acquired property, the Project Developer shall conduct a Phase I Environmental Site Assessment. Where the potential to encounter hazardous materials or waste is identified, the Project Developer shall prepare and implement a soil/groundwater handling plan that identifies measures to properly dispose of contaminated materials. Measures could include worker education and training, as appropriate, and site-specific controls to avoid risks to workers and adjacent residents or others.</p>	LTS
<p>Hazards and Hazardous Materials Impacts from Freeway Ramps. Construction of the freeway ramp improvements could result in lane or street closures and could temporarily interfere with an adopted emergency response plan or emergency evacuation plan. In addition, since it is unknown if intersection improvement sites are included on a list of hazardous materials site, it is assumed that if hazardous materials are disturbed during construction, this could create a hazard to the environment.</p>	PS	<p>Mitigation Measure IM-TRA-1 and IM-HAZ-1.</p>	LTS

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Hazards and Hazardous Materials Impacts from Interchanges. Construction of the interchange improvements could result in lane or street closures and could temporarily interfere with an adopted emergency response plan or emergency evacuation plan. In addition, since it is unknown if intersection improvement sites are included on a list of hazardous materials site, it is assumed that if hazardous materials are disturbed during construction, this could create a hazard to the environment.</p>	PS	<p>Mitigation Measure IM-TRA-1 and IM-HAZ-1. These interchange improvements will undergo separate CEQA review. The final impacts and mitigation measures will be disclosed by the Lead Agency.</p>	N/A
Population and Housing			
<p>Population and Housing Impacts from Improvements in Existing Road ROWs. None of these potential intersection improvements in existing road ROWs would induce substantial population growth in the area either directly (by generating a population) or indirectly (through the extension of new roads into undeveloped areas). These intersection improvements would not result in the demolition of existing structures that would displace housing or people.</p>	NI	None Required.	N/A
<p>Population and Housing Impacts from At-Grade Improvements Requiring Additional ROW. None of these potential intersection improvements requiring additional ROWs would induce substantial population growth in the area either directly (by generating a population) or indirectly (through the extension of new roads into undeveloped areas). The additional ROW required for these intersection improvements would not result in the demolition of existing structures that would displace housing or people.</p>	NI	None Required.	N/A

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Population and Housing Impacts from Freeway Ramps. None of these potential freeway ramp improvements would induce substantial population growth in the area either directly (by generating a population) or indirectly (through the extension of new roads into undeveloped areas). The freeway ramps would not result in the demolition of existing structures that would displace housing or people.</p>	NI	None Required.	N/A
<p>Population and Housing Impacts from Interchanges. None of these potential intersection improvements would induce substantial population growth in the area either directly (by generating a population) or indirectly (through the extension of new roads into undeveloped areas), because these improvements would occur where roadways already exist. However, the additional ROW required for one of the interchange improvements (e.g., Intersection 52) could result in the demolition of existing structures, which could displace housing or people.</p>	PSU	These interchange improvements will undergo separate CEQA review. The final impacts and mitigation measures will be disclosed by the Lead Agency.	N/A

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
Public Services			
<p>Public Services Impacts from Improvements in Existing Road ROWs. These proposed intersection improvements in the existing road ROWs would not develop any permanent structures that would generate a new population that would increase the demand for fire protection, police protection, schools, parks, or recreational facilities. Temporary impacts on fire protection and police protection could occur if construction of the intersection improvements results in changed roadway access, causing significantly delayed response times. However, this would not trigger the need for new or expanded public facilities.</p>	LTS	None Required.	N/A
<p>Public Services Impacts from At-Grade Improvements Requiring Additional ROW. These proposed intersection improvements requiring additional ROW would not develop any permanent structures that would generate a new population that would increase the demand for fire protection, police protection, schools, parks, or recreational facilities. Temporary impacts on fire protection and police protection could occur if construction of the intersection improvements results in changed roadway access, causing significantly delayed response times. However, this would not trigger the need for new or expanded public facilities.</p>	LTS	None Required.	N/A
<p>Public Services Impacts from Freeway Ramps. These proposed freeway ramp improvements would not develop any permanent structures that would generate a new population that would increase the demand for</p>	LTS	None Required.	N/A

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>fire protection, police protection, schools, parks, or recreational facilities. Temporary impacts on fire protection and police protection could occur if construction of the intersection improvements results in changed roadway access, causing significantly delayed response times. However, this would not trigger the need for new or expanded public facilities.</p>	LTS	<p>These interchange improvements will undergo separate CEQA review. The final impacts and mitigation measures will be disclosed by the Lead Agency.</p>	N/A
Utilities and Service Systems			
<p>Utilities and Service System Impacts from Improvements in Existing Road ROWs. Improvements in existing Road ROWs would not generate a new population that would require domestic water, wastewater disposal and treatment, or solid waste collection services, and would not trigger the need for the expansion of facilities.</p>	LTS	None Required.	N/A
<p>Utilities and Service System Impacts from At-Grade Improvements Requiring Additional ROWs. Intersection at-grade improvements requiring additional ROWs would not generate a new population</p>	LTS	None Required.	N/A

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
that would require domestic water, wastewater disposal and treatment, or solid waste collection services, and would not trigger the need for the expansion of facilities.			
Utilities and Service System Impacts from Freeway Ramps. Freeway ramp improvements would not generate a new population that would require domestic water, wastewater disposal and treatment, or solid waste collection services, and would not trigger the need for the expansion of facilities.	LTS	None Required.	N/A
Utilities and Service System Impacts from Interchanges. Interchange improvements would not generate a new population that would require domestic water, wastewater disposal and treatment, or solid waste collection services, and would not trigger the need for the expansion of facilities.	LTS	These interchange improvements will undergo separate CEQA review. The final impacts and mitigation measures will be disclosed by the Lead Agency.	N/A
Secondary Impact Analysis – Soundwall (Mitigation Measure NOI-1.2)			
Land Use Impacts from Installation of a Soundwall. The proposed soundwall would not conflict with any applicable land use plans, policies, or regulations and would not divide an established community.	LTS	None Required.	N/A
Aesthetic Impacts from Installation of a Soundwall. The soundwall’s impact on the existing visual character of the surrounding area would be less than significant. However, some trees would be removed to accommodate the proposed soundwall, resulting in a potentially significant aesthetic impact.	PS	Mitigation Measure SW-BIO-1 (see discussion under biological resources, below).	LTS

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Transportation Impacts from Installation of a Soundwall. The proposed soundwall would not result in the creation of any traffic-generating uses or any changes to existing traffic configurations or operations. However, construction of the proposed soundwall could necessitate temporary lane or street closures, resulting in impacts on traffic.</p>	<p>PS</p>	<p><i>SW-TRA-1: Prepare and Implement a Construction Traffic Control Plan.</i> Prior to issuance of grading permits, the construction contractor will develop the traffic control plan in accordance with the City’s policies and submit for approval. The plan will be implemented throughout the course of construction and may include, but will not be limited to, the following elements:</p> <ul style="list-style-type: none"> • Limit truck access to the soundwall site during peak commute times (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). • Require that written notification be provided to contractors regarding appropriate routes to and from the soundwall and the weight and speed limits on local roads that would be used to access the soundwall site. • Provide access for emergency vehicles at all times. • Provide adequate parking for construction workers, site visitors, and inspectors as feasible. • Maintain bicycle and pedestrian access and circulation during Project construction where safe to do so. If construction encroaches on a bike lane, warning signs will be posted that indicate that bicycles and vehicles are sharing the roadway. If construction encroaches on a sidewalk, a safe detour will be provided for pedestrians at the nearest crosswalk. • Require traffic controls in the vicinity of the soundwall, including flagpersons with bright orange or red vests and using a “Stop/Slow” paddle to control oncoming traffic. 	<p>LTS</p>

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Air Quality Impacts from Installation of a Soundwall. The proposed soundwall would not result in the creation of a structure or source that would emit long-term, operational air pollutant emissions and would not conflict with applicable air quality plans. However, air pollutant emissions from construction activities might affect sensitive receptors.</p>	PS	<ul style="list-style-type: none"> • Post standard construction warning signs in advance of the construction area and at any soundwall that provides access to the construction area. • Repair or restore the road right-of-way to its original condition or better upon completion of the work. <p><i>SW-AQ-1: Implement Measures to Reduce Construction-Related Dust Emissions.</i> The Project Developer shall require all construction contractors to implement the specific construction mitigation measures below to reduce fugitive dust. Emission reduction measures shall include, at a minimum, the measures below. Alternative measures may be identified by the Project Developer or its contractor, as appropriate, provided that they are as effective as the measures below. Alternative measures shall be submitted to the City for approval.</p> <ul style="list-style-type: none"> • All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. If water infiltration into landfill refuse layers is a concern, non-toxic soil stabilizers may be used instead. • All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph for a period of 2 hours or more. • Windbreaks (e.g., fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Windbreaks shall have at maximum 50 percent air porosity. • Exposed ground areas that are to be reworked more than 1 month after initial grading should be sown with fast-germinating native grass seed and watered 	LTS

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>appropriately until vegetation is established. If grass seeding is not feasible, then non-toxic soil stabilizers may be used.</p> <ul style="list-style-type: none"> • All construction trucks and equipment, including tires, involved in ground disturbance or transit through loose soil areas shall be washed off prior to leaving the site. • Site accesses to a distance of 25 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel. Alternatively, a rumble plate may be used in place of chips, mulch, or gravel. • Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than 1 percent. <p><i>SW-AQ-2: Implement Measures to Reduce Construction-Related Exhaust Emissions.</i> The Project Developer shall require all construction contractors to implement the specific construction mitigation measures below to reduce equipment exhaust emissions. Emission reduction measures shall include, at a minimum, the measures below. Alternative measures may be identified by the Project Developer or its contractor, as appropriate, provided that they are as effective as the measures below. Alternative measures shall be submitted to the City for approval.</p> <ul style="list-style-type: none"> • Idling time of diesel powered construction equipment shall be limited to 2 minutes. • The Project Developer shall ensure that all off-road diesel-powered equipment used during construction between 2017 and 2022 is equipped with U.S. Environmental Protection Agency (EPA) Tier 3 or cleaner engines, except for specialized construction equipment for which an EPA Tier 3 engine is not 	

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Greenhouse Gas Emission Impacts from Installation of a Soundwall. The proposed soundwall would not result in the creation of a structure or source that would emit long-term, operational greenhouse gas (GHG) emissions.</p>	LTS	None Required.	N/A

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Noise Impacts from Installation of a Soundwall. The soundwall would not generate any noise or vibration that would affect nearby sensitive receptors. Noise impacts from the construction of the soundwall would be temporary and limited to the duration of the construction period.</p>	LTS	None Required.	N/A
<p>Cultural Resource Impacts from Installation of a Soundwall. Although the site of the proposed soundwall has already been disturbed during the construction of the existing residences and sidewalks, ground-disturbing activities may uncover, damage, or destroy unknown or unrecorded archaeological resources, paleontological resources, or human remains.</p>	PS	<p><i>SW-CR-1: Conduct Cultural Resource Investigations and Protect and Recover Significant Resources.</i> The improvement Lead Agency shall conduct a cultural resource investigation of the areas of ground disturbance associated with the soundwall that includes a background records search (including a search of records from Sonoma State and historical societies, contact with Native American representatives identified by the Native American Heritage Commission [NAHC], and site pedestrian surveys) for the areas of ground disturbance from each roadway improvement. If significant known or suspected sites are discovered within the Project footprint and would be disturbed by the Project, then a cultural resource treatment plan shall be prepared, defining Project monitoring and resource recovery and curation requirements concerning any encountered cultural resources.</p> <p><i>SW-CR-2: Stop Work if Cultural Resources Are Encountered during Ground-Disturbing Activities.</i> In the event that cultural resources are encountered during ground-disturbing activities, all work within proximity of the find shall temporarily halt so that the archaeological monitor can examine the find and document its provenience and nature (e.g., withdrawals, photographs, written descriptions). The archaeological monitor shall then direct that the work proceed if the find is deemed to</p>	LTS

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>be insignificant, continue elsewhere, or cease until adequate mitigation measures are adopted. If the find is determined to be potentially significant, the archaeologist, in consultation with the appropriate jurisdiction, shall develop a treatment plan, which could include site avoidance, capping, or data recovery. If data recovery is determined to be appropriate, excavation shall target recovery of an appropriate amount of information from archaeological deposits to determine the potential of the resource to address specific research questions. If it occurs, data recovery shall emphasize the understanding of the archaeological deposit’s structure, including features and stratification, horizontal and vertical extent, and content, including the nature and quantity of artifacts.</p> <p><i>SW-CR-3: Stop Work if Human Remains Are Encountered during Ground-Disturbing Activities.</i> If human remains are discovered (in either an archaeological or construction context), all work within proximity of the remains shall stop so that the archaeological monitor can examine the remains. The County Coroner shall be notified to make a determination as to whether the remains are of Native American origin. If the remains are determined to be Native American, the coroner shall notify the NAHC immediately. The NAHC shall notify those persons it believes are most likely descended from the deceased Native American. Once the NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the State CEQA Guidelines.</p>	

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Biological Resource Impacts from Installation of a Soundwall. The proposed soundwall would be within or immediately adjacent to existing ROW in an established urbanized setting. However, the soundwall would require tree and shrub removal, which could affect native bird species that could be nesting in the trees and shrubs if construction occurs during the nesting/breeding season.</p>	<p>PS</p>	<p>SW-BIO-1: Replace Removed Trees on a 2:1 Basis. The Project Developer shall replace all trees removed as part of soundwall construction at a minimum of 2:1, or more, as required by the local tree ordinance.</p> <p>SW-BIO-2: Preconstruction Surveys. The Project Developer and its contractors shall avoid conducting vegetation removal during the migratory bird nesting season (February 1–August 31) if feasible. If construction activities must commence during the migratory bird nesting season, the Project Developer shall retain a qualified wildlife biologist to conduct a survey for nests of migratory birds. Surveys for nesting migratory birds shall occur within 3 days prior to the commencement of ground disturbance and vegetation removal.</p> <p>If an active nest is discovered, a no-disturbance buffer zone around the nest tree or shrub (or, for ground-nesting species, the nest itself) shall be established. The no-disturbance zone shall be marked with flagging or fencing that is easily identified by the construction crew and shall not affect the nesting bird or attract predators to the nest location. In general, the minimum buffer zone widths shall be as follows: 50 feet (radius) for non-raptor ground-nesting species, 50 feet (radius) for non-raptor shrub- and tree-nesting species, and 300 feet (radius) for raptor species. Buffer widths may be modified based on discussion with the California Department of Fish and Wildlife (CDFW). Buffers shall remain in place as long as the nest is active or young remain in the area and are dependent on the nest. If a burrowing owl nest is identified during pre-construction surveys, no-activity buffers will adhere to the recommendations in the 2012 California</p>	<p>LTS</p>

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>Department of Fish and Game Staff Report on Burrowing Owl Mitigation.</p> <p><i>SW-BIO-3: Site-Specific Surveys and Species/Habitat Avoidance, Minimization, and Compensation Measures.</i></p> <p>The Project Developer, in consultation with a qualified biologist, shall conduct a site-specific surveys for special-status species, sensitive habitats, wetlands and waters of the United States, and nesting birds. If found, the Project Developer and its contractor shall implement avoidance and minimization measures, where feasible. Where avoidance is not possible, the Project Developer shall compensate for lost habitat on a minimum 1:1 basis. Compensation for lost habitat will be determined in consultation with CDFW/U.S. Fish and Wildlife Service (USFWS), as appropriate. The Project Developer shall obtain all required permits from the U.S. Army Corps of Engineers (USACE), the Regional Water Quality Control Board, and CDFW and USFWS as appropriate. The Project Developer shall provide buffer fencing and species relocation, as necessary, if permitted by CDFW/USFWS. Additionally, if special-status species or habitats are identified during the site-specific surveys, a Worker Environmental Awareness Training Program for construction personnel will be conducted by a qualified biologist retained by the Project Developer. The program will provide workers with information on their responsibilities with regard to the special-status species. The training will provide a physical description of the special-status species that have potential to occur and be affected by construction activities to each construction crew prior to the initiation of the crew’s construction activities. The worker awareness training will also provide</p>	

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Geology and Soil Impacts from Installation of a Soundwall. The proposed soundwall would not expose structures or populations to new risks involving earthquake fault ruptures, seismic ground shaking, seismically related ground failures, or unstable geological units or soils. However, Construction of the soundwall could disturb fill slopes/soils and make them unstable.</p>	PS	<p>details regarding each species’ habitat and legal protections, a photo of relevant species, and contact information for the primary biologist.</p> <p>SW-GEO-1: Prepare a Geotechnical Investigation. Prior to construction of the soundwall, the Project Developer shall prepare a geotechnical investigation to evaluate the potential for geologic, seismic, and soil risks. The geotechnical investigation shall include recommendations to abate any potential risks. If risks are identified, the Project Developer shall implement the recommendations included in the geotechnical investigation.</p>	LTS
<p>Hydrology and Water Quality Impacts from Installation of a Soundwall. The soundwall could alter the existing drainage patterns on-site and create new impervious surfaces; therefore, the soundwall could create a substantial amount of stormwater runoff that could exceed the existing capacity of the stormwater drainage system and have water quality impacts.</p>	PS	<p>SW-WQ-1: Prepare a Hydrology and Water Quality Technical Report. Prior to construction of the soundwall, the Project Developer shall prepare a hydrology and water quality technical report to evaluate the existing drainage and stormwater conditions at the soundwall site. The technical report shall include recommendations for drainage and stormwater controls to minimize impacts related to changes in drainage patterns that would result from the soundwall. The Project Developer shall be required to implement the report’s recommendations.</p>	LTS

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Hazards and Hazardous Material Impacts from Installation of a Soundwall. Construction of the soundwall could result in temporary lane or street closures and temporarily interfere with an adopted emergency response plan or emergency evacuation plan. In addition, it is unknown if the site of the soundwall is included on a list of hazardous materials sites; therefore, construction could disturb hazardous materials, creating a hazard to the public, the environment, or schools within 0.25 mile.</p>	PS	<p>Mitigation Measure SW-TRA-1, plus: SW-HAZ-1: Prepare a Phase I Environmental Site Assessment. Prior to construction of the soundwall, the Project Developer shall conduct a Phase I Environmental Site Assessment. Where the potential to encounter hazardous materials or waste is identified, the Project Developer shall prepare and implement a soil/groundwater handling plan that identifies measures to properly dispose of contaminated materials. Measures could include worker education and training, as appropriate, and site-specific controls to avoid risks to workers and adjacent residents or others.</p>	LTS
<p>Population and Housing Impacts from Installation of a Soundwall. The proposed soundwall would not induce substantial population growth in the area either directly (by generating a population) or indirectly (through the extension of new roads) and would not result in the demolition of existing structures that would displace housing or people.</p>	NI	None Required.	N/A
<p>Public Service Impacts from Installation of a Soundwall. Installation of a soundwall would not generate a new population, which would increase the demand for fire protection, police protection, schools, parks, or recreational facilities. Construction activities could require the temporary closure of a lane on Lafayette Street, but this would not result in significantly delayed response times and would not trigger the need for new or expanded public facilities.</p>	LTS	None Required.	N/A

Table ES-2. Summary of Secondary Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Utilities Impacts from Installation of a Soundwall. The proposed soundwall would not develop any permanent structures that would generate a new population requiring domestic water, wastewater disposal and treatment, or solid waste collection services that would result in the expansion of these facilities. However, Construction activities related to the soundwall could result in the relocation or temporary disruption of existing underground or overhead utilities.</p>	PS	<p><i>SW-UT-1: Identify Underground and Overhead Utilities and Provide Coordination with Utility Providers.</i> Prior to construction of the soundwall, the Project Developer shall identify all underground and overhead utilities within the footprint of the soundwall. If utilities are present, the Project Developer shall coordinate with the appropriate utility owners regarding utility shutoff during construction and relocation, as necessary.</p>	LTS
<p>NI = No Impact LTS = Less than significant LTSM = Less than significant with mitigation PS = Potentially significant PSU = Potentially significant and unavoidable N/A = not applicable IM = Intersection Mitigation SW = Soundwall Mitigation</p>			

Purpose of This Environmental Impact Report

This Draft Environmental Impact Report (Draft EIR) for the City Place Santa Clara Project (Project) has been prepared by the Project’s Lead Agency, the City of Santa Clara (City), in conformance with the provisions of the California Environmental Quality Act (CEQA) statute and State CEQA Guidelines. The Lead Agency is the public agency with principal responsibility for carrying out or approving a project.

This Draft EIR assesses potentially significant impacts that could result from the Project. As defined in State CEQA Guidelines Section 15382, a “significant effect on the environment” is:

. . . 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. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

As stated in the State CEQA Guidelines, an EIR is an “informational document.” It is intended to inform public agency decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to a project. The purpose of this Draft EIR is to provide the City, responsible and trustee agencies, other public agencies, and the public with detailed information about the environmental effects that could result from implementing the Project; examine and set forth feasible methods of mitigating any adverse environmental impacts should the Project be approved; and consider feasible alternatives to the Project. The City will use the EIR, along with other information in the public record, to determine whether to approve, modify, or deny the Project and specify any applicable environmental conditions or mitigation measures as part of the Project approvals.

Project Overview

The City has entered into an exclusive negotiating agreement and non-binding term sheet with The Related Companies (Related, or Project Developer) and the Montana Property Group (MPG) to convert 240 acres of City-owned property to a new use: a multi-phased, mixed-use development called City Place Santa Clara (City Place Project). If approved by the City Council and regulatory agencies, the Project would demolish the existing buildings and on-site features and establish a new mixed-use City neighborhood with a defined center to serve as a focal point for a pedestrian-oriented “live, work, and play” environment.

The Project site is located on seven City-owned parcels (assessor’s parcel numbers [APNs] 104-03-036, 104-03-037, 104-01-102, 097-01-039, 097-01-073, 104-03-038, and 104-03-039). The parcels total approximately 240 acres. For purposes of this analysis, the Project site would be divided into

five¹ development parcels: Parcel 1 (36.8 acres), Parcel 2 (60.9 acres), Parcel 3 (34.9 acres), Parcel 4 (86.6 acres), and Parcel 5 (8 acres). The Project site also includes the Eastside Retention Basin (12.8 acres). The Project site is currently designated in the *City of Santa Clara 2010–2035 General Plan* (General Plan) as Parks/Open Space (Parcels 1–4 and the Retention Basin) and Regional Commercial (Parcel 5). The City’s Zoning Code designates the Project site as Public, Quasi-Public, Public Park or Recreation (B) (Parcel 1–4, a portion of Parcel 5, and the Retention Basin), and Commercial Park (CP) (the remainder of Parcel 5). To accommodate high-intensity urban-oriented development such as the Project, a new general plan land use designation (Urban Center/Entertainment District) is proposed within the category of Mixed-Use Designations. In addition, an amendment to the Climate Action Plan element of the General Plan is proposed to reflect the new land use designation.

The Project would include up to 9.16 million gross square feet (gsf) of office buildings, retail and entertainment facilities, residential units, and hotel rooms, and would also include surface and structured parking facilities. In addition, the Project would include: large, shared open spaces throughout the Project site; new pedestrian and vehicular entrances and roadway networks; new roads; new, upgraded, and expanded infrastructure; and new utilities, with improvements to off-site connections. In addition, the Project could include construction of a fire station to replace existing Santa Clara Fire Station 10 (Fire Station 10), which could be demolished to accommodate the Project. Because the majority of the Project would be located over the former Santa Clara All-Purpose Landfill (Landfill), the following additional activities would be required: constructing foundation systems to minimize disturbance to and preserve the integrity of Landfill components; relocating, upgrading, and/or replacing, as necessary, the existing groundwater monitoring network, leachate collection system, and landfill gas collection and removal systems; and conducting associated environmental remediation activities.

This Draft EIR analyzes two different land use schemes (Scheme A and Scheme B) for the Project site to capture the range of possible land uses that could be developed. Both schemes would include a building area² of up to 9.16 million gsf. Under Scheme A, the proposed uses for Parcels 1, 2, and 3 would include primarily office uses; Parcels 4 and 5 are proposed for mixed-use development, consisting of commercial uses, including retail, food and beverage, and entertainment uses,³ along with offices, a hotel, and multi-family residential uses (up to 1,360 units). Scheme B would have the same development scheme and building area at Parcels 1 and 3 as Scheme A. At Parcel 2, a retail center with offices would be constructed rather than only the office use proposed under Scheme A.⁴ At Parcel 4, no residential uses would be constructed; instead, office development equal in area to the residential development in Scheme A would be included. However, the same amount of space that would be required for the proposed hotel, retail uses, entertainment venues, and open space areas would be developed. Development at Parcel 5 would include the same amount of residential, hotel, retail, and office uses under both schemes.

¹ The existing Project site includes seven existing APNs: APN 097-01-069 (which will be referred to as Parcel 1), APN 097-01-039 (which will be referred to as Parcel 2), APN 104-01-102 (which will be referred to as Parcel 3), APN 104-03-036 and APN 104-03-037 (which will be merged to form Parcel 4), and APN 104-03-038 and APN 104-03-039 (which will be merged to form Parcel 5). Therefore, the Project site includes a total of seven existing parcels.

² Building areas do not include the proposed parking structures.

³ Entertainment uses may include, but would not be limited to, cinema; dine-in cinema; a bowling, arcade, bar, and/or restaurant combination (entertainment center); nightclub; performance venue (i.e., jazz club or comedy club); and themed entertainment venues.

⁴ A variant to both schemes would include only retail at Parcel 2. With the variant, development would total approximately 7.52 million gsf throughout the Project site, with an average FAR of 0.76.

CEQA Process

Notice of Preparation

The City prepared two Notices of Preparation (NOPs). First, on July 10, 2014, the City published an NOP for the Centennial Gateway Mixed-Use Project, to be located at 5120 Stars and Stripes Drive (APNs 104-03-038 and -039), as proposed by MPG. A preliminary application, filed in May 2014, proposed up to 825,000 gsf of mixed-use development on that project site (now designated as Parcel 5 of the City Place Project), including office and retail uses and a hotel. Shortly thereafter, on July 30, 2014, the City published an NOP for the City Place Project, directly adjacent to the Centennial Gateway site, at 5155 Stars and Stripes Drive (APNs 104-03-036, 104-03-037, 104-01-102, 097-01-039, 097-01-073). Related filed a preliminary application in June 2014 that proposed a project on Parcels 1 through 4 of up to 8.34 million gsf of office buildings, retail and entertainment facilities, residential units, hotel rooms, new open space and roads, associated parking, and new upgraded and expanded infrastructure.

Both NOPs were released for a 30-day public review period. A public scoping meeting was held on July 31, 2014, for the Centennial Gateway Mixed-Use Project, and a second scoping meeting was held on August 12, 2014, for the City Place Project. The NOPs noted that the projects may have significant effects on the environment and that EIRs would be prepared. Copies of the NOPs are provided in Appendix 1 of this Draft EIR. The NOPs were sent to individuals, local interest groups, adjacent property owners, and responsible and trustee State and local agencies that have jurisdiction over or an interest in environmental resources and/or conditions in the vicinity of the Project site. The purpose of the NOPs was to allow various private and public entities to transmit their concerns and comments on the scope and content of the Draft EIR, focusing on specific information related to each individual's or group's interest or agency's statutory responsibility early in the environmental review process.

In response to the NOPs, letters were received from the following agencies regarding both NOPs:

- Governor's Office of Planning and Research, State Clearinghouse and Planning Unit
- California Department of Transportation
- California Department of Fish and Wildlife
- Norman Y. Mineta San José International Airport
- Santa Clara County Roads and Airports Department
- Santa Clara Valley Transportation Authority
- County of Santa Clara Department of Public Health
- Santa Clara Unified School District
- Santa Clara Audubon Society
- City of Sunnyvale

In addition, in response to the City Place Project NOP,⁵ letters were received from the following agencies:

- Capitol Corridor Joint Powers Authority
- Regional Water Quality Control Board
- Santa Clara Valley Habitat Agency
- City of San José

In addition, four letters were received from individuals regarding the City Place Project NOP. Copies of these NOP comment letters are included in Appendix 1 of this Draft EIR.

The NOPs concluded that the following environmental resource areas would be addressed as separate sections in this Draft EIR:

- Land Use and Planning
- Aesthetics
- Transportation and Traffic
- Air Quality
- Greenhouse Gas Emissions
- Noise
- Cultural Resources
- Energy
- Geology and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Population and Housing
- Public Services and Recreation
- Utilities and Service Systems
- Biological Resources
- Cumulative Impacts

The Project would not result in significant environmental impacts on agricultural, forestry, or mineral resources because none of these resources exist at the Project site. A detailed analysis of these topics is therefore not included in the Draft EIR; however, these topics are briefly discussed in Section 3.0, *Environmental Impact Analysis*.

On February 5, 2015, Related and MPG announced that they had formed a partnership to develop jointly the Centennial Gateway Mixed-Use Project and the adjacent City Center portion of the City Place Project (also known as Phases 1, 2, and 3 of the City Place Project). The remainder of the City Place Project would continue to be developed by Related as originally purposed. Because the sites are contiguous to each other and the projects will now be constructed to a large degree by the same developers, the City decided to prepare a single EIR for the amalgamated project (referred to in this document as the “Project”) rather than two separate EIRs. The combination of the projects will not result in any potential impacts that were not already identified in the published NOPs. The City published a report on the combination of the two EIRs at the City Council meeting on June 16, 2015.

⁵ No written comments were received from agencies that commented only on the Centennial Gateway Mixed-Use Project and not the City Place Project.

Draft EIR

Impact Analysis

This Draft EIR analyzes significant effects that could result from the Project. As explained in Section 15002(g) of the State CEQA Guidelines, a significant effect on the environment is defined as a substantial adverse change in the physical conditions that exist in the area affected by a project. Pre-project environmental conditions (the environmental baseline) are considered in determining impact significance. The impact significance thresholds for each environmental resource area presented in this Draft EIR are based on State CEQA Guidelines Appendix G, Environmental Checklist Form. In addition, this Draft EIR uses City-adopted significance criteria for traffic impacts. Where significant impacts are identified, the Draft EIR recommends feasible mitigation measures to reduce, eliminate, or avoid the significant impacts and identifies which significant impacts are unavoidable. Cumulative impacts (i.e., two or more individual effects that, when considered together, compound or increase other related environmental impacts) are discussed for each environmental resource area. This document also discusses alternatives to the Project in Chapter 5, *Alternatives*.

In accordance with Section 15143 of the State CEQA Guidelines, this Draft EIR provides an analysis of the significant effects on the environment that could result from construction and operation of the Project. Section 15131 of the State CEQA Guidelines specifies that “the intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.” Therefore, this Draft EIR does not treat economic or social effects of the Project as significant effects on the environment, unless they result in physical changes to the environment. In addition, if it is determined that a potential impact is too speculative for evaluation, this condition is noted, and further discussion of the impact is not necessary.

Public Review

This Draft EIR is considered a draft under CEQA because it must be reviewed and commented upon by public agencies, organizations, and individuals before being finalized. This document is being distributed for a 45-day public review and comment period. Readers are invited to submit written comments on the document. Comments are most helpful when they suggest specific alternatives or measures that would better mitigate significant environmental effects. Written comments should be submitted to:

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Report Organization

This Draft EIR is organized into the following sections:

- *Executive Summary*: Provides a summary of the Project and the impacts that would result from its implementation and describes mitigation measures recommended to reduce, eliminate, or avoid significant impacts. The Executive Summary also discusses alternatives to the Project.
- *Chapter 1—Introduction*: Discusses the overall purpose of the Draft EIR, provides a summary of the Project and the CEQA process, and summarizes the organization of the Draft EIR.
- *Chapter 2—Project Description*: Provides a description of the Project site, site development, Project objectives, required approvals process, and Project characteristics.
- *Chapter 3—Environmental Impact Analysis*: Describes the existing conditions/setting, analyzes the environmental impacts, provides mitigation measures (if applicable) for each environmental resource area, and analyzes cumulative impacts.
- *Chapter 4—Other CEQA Considerations*: Provides additional, specifically required analyses of the Project's effects, significant irreversible changes, induced growth, urban decay, and energy conservation.
- *Chapter 5—Alternatives*: Evaluates two alternatives to the Project in addition to the No-Project Alternative and explains why various other alternatives that were considered were not carried forward for detailed evaluation.

Chapter 2

Project Description

The City of Santa Clara (City) has entered into an exclusive negotiating agreement and non-binding term sheet with The Related Companies (Related, or Project Developer) and the Montana Property Group (MPG) to convert 240 acres of City-owned property to a new use: a multi-phased, mixed-use development called City Place Santa Clara (Project). If approved by the City Council and regulatory agencies, the Project would demolish the existing buildings and on-site features and establish a new, mixed-use City neighborhood with a defined center to serve as a focal point for a pedestrian-oriented “live, work, and play” environment.

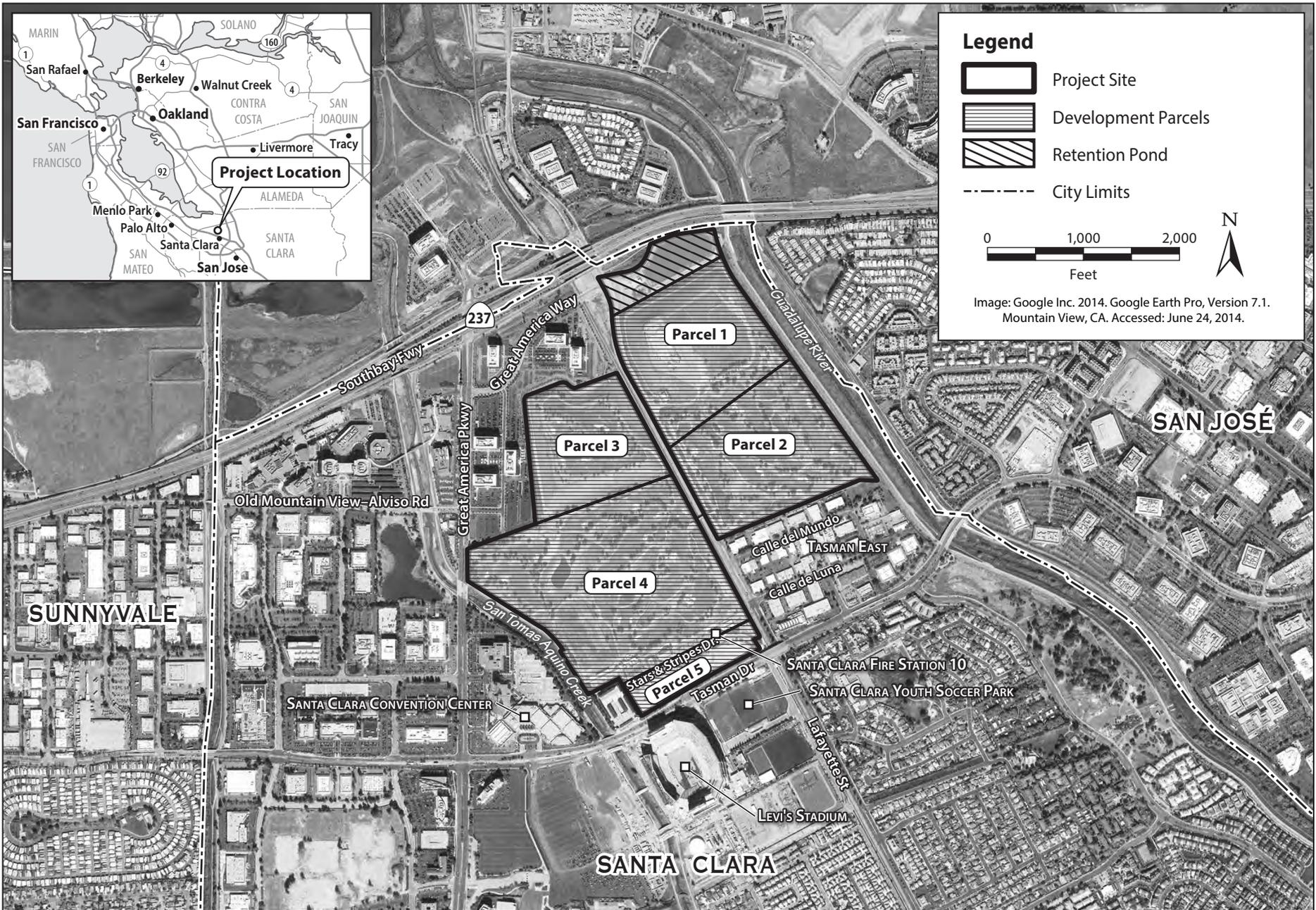
The Project would include up to 9.16 million gross square feet (gsf) of office buildings, retail and entertainment facilities, residential units, and hotel rooms, and would also include surface and structured parking facilities. In addition, the Project would include: large shared open spaces throughout the Project site, new pedestrian and vehicular entrances and roadway networks, upgraded and expanded infrastructure, and new utilities with improvements to off-site connections. In addition, the Project could construct a fire station to replace the existing Santa Clara Fire Station 10 (Fire Station 10), which could be demolished to accommodate the Project. Because of the location of the majority of the Project’s acreage at the former Santa Clara All-Purpose Landfill (Landfill), the following additional activities would be required: constructing foundation systems, which would be designed to minimize disturbance and preserve the integrity of the Landfill components; relocating, upgrading, and/or replacing, as necessary, the existing groundwater monitoring network, leachate collection system, and landfill gas collection and removal systems; and performing associated environmental remediation activities.

Project Location and Setting

The Project site is located on seven City-owned parcels (assessor’s parcel numbers [APNs] 104-03-036, 104-03-037, 104-01-102, 097-01-039, 097-01-073, 104-03-038, and 104-03-039), totaling approximately 240 acres. For purposes of this analysis, the Project site would be divided into five¹ development parcels: Parcel 1 (36.8 acres), Parcel 2 (60.9 acres), Parcel 3 (34.9 acres), Parcel 4 (86.6 acres), and Parcel 5 (8 acres). The Project site also includes the Eastside Retention Basin (12.8 acres).

The Project site is generally located north of Tasman Drive, east of Great America Parkway and San Tomas Aquino Creek, west of the Guadalupe River, and south of Great America Way and State Route (SR) 237 (see Figure 2-1). Most of the site was formerly utilized as a Landfill, which ceased accepting waste in 1993 and received final closure certification in September 1994. Other portions of the Project site include the Eastside Retention Basin, located north of the Landfill, and currently undeveloped parcels that have been paved for surface parking between Tasman Drive to the south and Stars and Stripes Drive to the north.

¹ As discussed above, the existing Project site includes seven existing APNs: APN 097-01-069 (which will be referred to as Parcel 1), APN 097-01-039 (which will be referred to as Parcel 2), APN 104-01-102 (which will be referred to as Parcel 3), APN 104-03-036 and APN 104-03-037 (which will be merged to form Parcel 4), and 104-03-038, and 104-03-039 (which will be merged to form Parcel 5). Therefore, the Project site includes a total of seven existing parcels and the Project would result in a total of five development parcels.



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Figure 2-1
Project Location
City Place Santa Clara

The Project site is currently occupied by the Santa Clara Golf & Tennis Club, Fire Station 10, a Bicycle-Motocross (BMX) track, the Ameresco Methane Plant, the Eastside Retention Basin, a City vehicle washing station, and vacant lots used for parking. The Project site is designated in the *City of Santa Clara 2010–2035 General Plan* (General Plan) as Parks/Open Space (Parcels 1-4 and the Retention Basin) and Regional Commercial (Parcel 5). The City's zoning code designates the Project site as Public, Quasi-Public, Public Park or Recreation (B) (Parcel 1–4, a portion of Parcel 5, and the Retention Basin) and Commercial Park (CP) (the remainder of Parcel 5).

During prior Landfill operations, soil embankments were constructed around the waste units and refuse was piled above the embankments creating large mounds above what would otherwise be the ground elevation. Elevations at the Project site range from approximately 5 to 82 feet.² At Parcels 1, 2 and 3, elevations around the perimeter of the parcels vary between approximately 5 and 11 feet, with high points typically near the center of the parcels, reaching from approximately 52 to 82 feet. Parcel 4 has elevations around the perimeter of approximately 10 to 20 feet with a maximum elevation of approximately 34 feet. Parcel 5, which is not part of the Landfill, has elevations of approximately 12 to 40 feet (along Tasman Drive), and the Retention Basin area is approximately 6 feet in elevation.³

Regional access to the Project site includes SR 237 to the north⁴ and US 101 approximately 1.4 miles to the south. The Santa Clara Valley Transportation Authority (VTA) operates several light rail stops along Tasman Drive to the south of the Project site, including the Champion Station, Lick Mill Station, and Great America Station. Amtrak, Capital Corridor, and Altamont Corridor Express (ACE) operate in the Union Pacific Railroad (UPRR) right-of-way and provide service to the Project area at the Great America Station located at Lafayette Street and Tasman Drive. Bicycle and pedestrian access is also provided from the San Tomas Aquino Creek Trail via a bridge over the creek to the west of the Project site. In addition, the Guadalupe River Trail is located to the east of the Project site, although no linkages directly connect the Project site with this trail.

Existing uses adjacent to the Project site include an industrial park (Tasman East) and Levi's Stadium to the south; the 157,000 gsf Santa Clara Convention Center (Convention Center) to the southwest; office uses (Santa Clara Gateway) to the north and northwest; and residential uses to the east, beyond the Guadalupe River. The residential uses to the east are located within the San José city limits. Additional residential uses are present beyond the industrial uses to the south of the Project site (Santa Clara) and north of SR 237 (San Jose). The San Francisco Bay is located approximately 0.5 mile north of the Project site. California's Great America Amusement Park is located approximately 0.4 mile south of the Project site. Figure 2-2 depicts the uses on and adjacent to the Project site. Table 2-1 lists existing buildings at the Project site that would be removed as part of the Project (explained in more detail below). The buildings are all on Parcel 4.

² When referring to the existing Project site, all elevations are in the North American Vertical Datum of 1988 (NAVD88).

³ Langan Treadwell Rollo. 2015. *Grading and Site Access Technical Memorandum*. City Place Santa Clara Development, Santa Clara, California. Draft. June 30.

⁴ For descriptive purposes, true northwest is Project North with Lafayette Street running in a north–south direction and Tasman Drive running in an east–west direction.

Table 2-1. Existing Buildings at the Project Site

Building	Construction Year	Gross Square Feet
Golf Course Clubhouse	1987	10,548
Golf Course Maintenance Facility	1986	6,000
Banquet Facility, Restaurant, Meeting Room	1999	10,500
Restroom Building	1991	253
Fire Station 10	1986	7,364
<i>Total</i>	—	<i>34,665</i>

Source: City of Santa Clara 2014.

Santa Clara All-Purpose Landfill

The majority of the Project site was formerly used as the Landfill, which was a 210-acre site with a waste footprint of approximately 183 acres. The Project site was reportedly used for landfill operations between 1934 and 1994; however, based on historical aerial photographs and topographic maps, it appears that landfill operations began in the late 1960s (beginning in Landfill Parcel 4). The Landfill received final landfill closure certification in September 1994.⁵

The Landfill historically consisted of distinct units, known as Landfill Parcels 1, 1NW, 2, 3/6, and 4 (Figure 2-3),⁶ which operated at different times. Landfill Parcel 4 was used initially as an open burning dump and later accepted only dry material, construction debris, yard wastes, and non-garbage items. Waste accepted at Landfill Parcels 1 and 2 reportedly included rubbish and residential, commercial, and industrial garbage and refuse. Waste accepted at Landfill Parcel 3/6 reportedly included non-hazardous solid waste. The total mass of waste in the Landfill is estimated to be 5.5 million tons. The refuse at Parcels 1 (including 1NW) and 3/6 ranges from approximately 40 to 80 feet thick. At Landfill Parcels 2 and 4, the thickness of refuse ranges from approximately 20 to 50 feet.

Landfill Parcel 1NW and Landfill Parcel 3/6 were developed with a leachate collection system.⁷ Approximately 145,000 gallons of landfill leachate are removed yearly from the Landfill Parcel 1NW and Landfill Parcel 3/6 leachate collection system. The landfill leachate is disposed into the sanitary sewer system. There is also a landfill gas collection and removal system that extends throughout the Project site; this system generally consists of 75 vertical landfill gas extraction wells connected by collection laterals, which are connected to a landfill gas-to-energy flare system operated by Ameresco, as discussed in more detail below.⁸

⁵ Langan Treadwell Rollo. 2015. *Post-Closure Land Use Plan: Former Santa Clara All-Purpose Landfill*. Prepared for Related Santa Clara, LLC. August.

⁶ Note that these parcels do not correspond with the existing APNs or the parcels proposed under the Project. For discussion purposes, the historic parcels associated with the Landfill are referred to as *Landfill Parcels*.

⁷ Leachate is generated by precipitation filtering through the waste deposited in the Landfill. Once the water passes through the Landfill waste, the water becomes contaminated. This contaminated water is collected in a system of liners, filters, pumps, and sumps that treat the wastewater before removal from the Landfill.

⁸ Langan Tradwell Rollo. 2014. *Work Plan for Landfill Gas Characterization*. Langan Project No. 770611601. February 13, 2014.



Figure 2-3
Historic Landfill Parcels
 City Place Santa Clara

Santa Clara Golf & Tennis Club

The Santa Clara Golf & Tennis Club is located on Parcels 2, 3, and 4. A portion of the Landfill was closed by the late 1970s and early 1980s and subsequently converted to a municipal golf course in 1986⁹ by the City's Sports & Open Space Authority (Authority). The 6,704-yard, 18-hole public golf course at 5155 Stars and Stripes Drive was designed by golf architect Robert Muir Graves. The City-owned golf course is located on 155 acres of the Project site (the majority of the area west of Lafayette Street and the southern portion to the east of Lafayette Street) and is operated by the Authority under a management agreement with American Golf Corporation. The golf course features fairways, 58 bunkers, and water hazards. Approximately 75,000 to 81,000 rounds are completed by golfers annually.¹⁰

In addition to the golf course itself, the Santa Clara Golf & Tennis Club includes a clubhouse with a restaurant, a banquet facility, seven lighted tennis courts (available for rent by the hour), locker rooms, extensive practice facilities, and a maintenance facility. The buildings do not exceed two stories. Also included at the golf course is a lighted and covered driving range with 33 stalls, a putting green, a chipping green, a practice bunker, and surface parking lots. The Santa Clara Golf & Tennis Club is open from sunrise to 9:00 p.m., and golf carts are available for rent.^{11,12} A bridge for pedestrians and golf carts spans Lafayette Street, connecting the eastern and western areas of the golf course. Deliveries for retail items are directed to the clubhouse, while ground maintenance-related deliveries are directed to the maintenance facility.

Santa Clara Fire Station 10

Fire Station 10 is located on the Project site at 5111 Stars and Stripes Drive, to the south of the golf course. The 7,364 gsf fire station opened in 1986 and is located on an approximately 0.57-acre parcel to the west of the golf course maintenance facility. The station houses two Type 1 fire engines and one Type 4 fire engine designated for Levi's Stadium. Fire Station 10 is located on Parcel 4.

Santa Clara P.A.L. Track

A BMX track, operated by the Santa Clara Police Activities League (P.A.L.) BMX, is also located on the former Landfill in the northeast portion of the Project site at 5401 Lafayette Street. Races occur on Tuesday and Friday evenings and Sundays during the day. Riders are permitted to practice during sign-up times and after races finish. Two wheel bikes are used for BMX racing, and bikes are available for rent. The facility includes a dirt track and race course, gates, a paved parking area, a snack bar, and lighting for nighttime use.¹³ The BMX track is located on Parcel 1.

Ameresco Methane Plant

Adjacent to the BMX track on Lafayette Street is a methane power plant, which was commissioned in 2009 and is currently owned and operated by Ameresco. The current landfill gas collection system

⁹ Geomatrix. 2008. *Phase I Environmental Site Assessment*. Centennial Boulevard Site, Santa Clara California. May.

¹⁰ James Teixeira, Director of Parks & Recreation. Email correspondence with Debby Fernandez, Santa Clara Planning Department. September 10, 2014.

¹¹ Santa Clara Golf & Tennis Club. "About Santa Clara." Available: <www.santaclaragc.com/golf-tee-times>. Accessed on: July 23, 2014.

¹² City of Santa Clara. 2013. "Golf and Tennis." Available: <<http://santaclaraca.gov/index.aspx?page=240>>. Accessed on: July 23, 2014.

¹³ USA BMX, Santa Clara PAL. "About Santa Clara PAL BMX." Available: <www.usabmx.com/tracks/1031/about/track>. Accessed on: July 23, 2014.

includes a series of vertical wells, horizontal conveyance piping, and manifolds connecting to processing or generation equipment at the Ameresco facility. This landfill gas-to-energy (LGTE) plant consists of three FlexEnergy micro-turbines that combust methane gas and other trace contaminants in the landfill gas to generate up to 750 kilowatts (kW) of electricity per hour. Because methane concentrations and landfill gas flows decline over time, the modular turbines will be removed one by one to match landfill gas production until the plant is no longer economical to operate. The turbines are capable of operating on landfill gas with as little as 30 percent methane.¹⁴ The City's electric utility, Silicon Valley Power (SVP), currently purchases the renewable energy resource from Ameresco for its customers.¹⁵ The Ameresco Methane Plant is located on Parcel 1.

Surface Parking Lots

Two City-owned parcels are located between Stars and Stripes Drive to the north and Tasman Drive to the south. The 90-foot-wide Centennial Boulevard splits the two parcels. These parcels are currently undeveloped but are used as temporary parking and staging areas for Levi's Stadium, across Tasman Drive to the south. The parking lots are accessed from Stars and Stripes Drive, which also provides access to the Santa Clara Golf & Tennis Club, Fire Station 10, and the existing City parking garage to the west. The existing surface cover at the parking lot consists of pavement and unmaintained, ruderal vegetation. The surface parking lots are located at Parcel 5.

Retention Basin

The northern portion of the Project site, south of SR 237, also includes the 13-acre Eastside Storm Retention Basin (Retention Basin), which includes a large retention pond with a surface area of approximately 5.3 acres. The Retention Basin, which is located at 5611 Lafayette Street, was constructed in 1973. The pump station has a reported pumping capacity of 50,000 gallons per minute (gpm). The original storage volume of the retention pond was 30 acre-feet but was expanded to 45 acre-feet in 1978. The volume was later estimated to be 54 acre-feet by including overtopping of the embankment and utilizing the broad, flat area bounded by SR 237. Based on a survey by Langan, available storage capacity is currently estimated to be approximately 51.6 acre-feet (with water at an elevation of 5.7 feet).¹⁶ As part of the 2010 Eastside Retention Basin Drainage Swale Vegetation Clearing Project, a maintenance plan was proposed that included desilting of the retention pond to reduce sediment build-up and to maintain holding capacity within the basin. As of 2015, this project has yet to be implemented.

The City is currently considering the construction of a 4- to 5- million-gallon recycled water tank in the southwest corner of the Retention Basin area. The proposed welded steel tank would be at grade with a diameter of approximately 150 to 160 feet (plus a 10-foot buffer for maintenance) and a height of approximately 32 to 35 feet. Although this water tank would be located at the Project site, it is not part of the Project and is considered only in the cumulative analysis throughout this document.

¹⁴ Ameresco Inc. 2012. *Nomination Packet for 2012 Landfill Gas Utilization Excellence Award, City of Santa Clara All-Purpose Landfill Gas to Energy Plant*. Prepared for Solid Waste Association of North America.

¹⁵ Staub, David and Michael T. Bakas. *WasteAdvantage Magazine*. Landfill Gas Management Case Study. "Santa Clara Converts Low Concentration Landfill Gas to Clean Energy." September 2011. Available: <http://www.ameresco.com/sites/default/files/lfg_management_case_study.pdf>. Accessed on: September 8, 2014.

¹⁶ Langan Treadwell Rollo. 2015. Stormwater Technical Memorandum for City Place Santa Clara, CA. Prepared for Related Santa Clara, LLC. June 30.

Project Objectives

This Draft Environmental Impact Report (Draft EIR) addresses the physical impacts of the Project, as required by the California Environmental Quality Act (CEQA). The City and Project Developer have identified the following Project objectives, which are relevant to the physical impacts considered in this document.

- Convert the existing uses at the former Landfill to more productive uses.
- Establish a new and vibrant mixed-use City neighborhood with a well-defined center to serve as a focal point for a pedestrian-friendly “live, work, and play” environment.
- Promote transit-oriented infill development by placing job-creating commercial buildings, residential units, and entertainment, dining, and shopping options in close proximity to each other and to existing transit and other multimodal transportation facilities.
- Enhance entertainment, dining, and shopping opportunities for local and regional residents and workers.
- Provide additional opportunities for major employers to locate to the City through the creation of attractive office park complexes in proximity to new residential units and entertainment, dining, and shopping options.
- Provide additional visitor-serving facilities such as hotels, restaurants, and shops for people using the new football stadium, as well as the convention center and theme park.
- Provide opportunities for supplemental parking for stadium events (including parking on football game days) while making adequate provision to maintain the vitality of the retail uses within the Project site.
- Provide enhanced hotel availability to an underserved travel market.
- Allow flexibility to respond to changing market demands to ensure that the project remains economically feasible throughout a multi-year development process.
- Provide new public open spaces and other community benefits.
- Modernize the Landfill protection systems operated by the City to ensure continued protection of human health and the environment.
- Facilitate creation of both permanent jobs and construction-related jobs.
- Create a significant new tax base and increase City revenues.

Project Characteristics

The Project would involve the demolition of the existing buildings and on-site features at the Project site, as described above, and the construction of a new multi-phased, mixed-use development. As discussed above, the Project site would be divided into five development parcels: Parcel 1 (36.8 acres), Parcel 2 (60.9 acres), Parcel 3 (34.9 acres), Parcel 4 (86.6 acres), and Parcel 5 (8 acres). The Project site also includes the Eastside Retention Basin (12.8 acres). The Project would include up to 9.16 million gsf of office buildings, retail and entertainment facilities, residential units, hotel rooms, new open spaces, new roads, and new upgraded and expanded infrastructure. The buildings would be constructed up to a

height of 17 stories above the internal street level.¹⁷ The City intends to retain ownership of the Project site and operational responsibility of the Landfill. In addition, a replacement fire station could be constructed either on the Project site or in the immediate Project vicinity near Great America Parkway.

Proposed Site Plan¹⁸

This Draft EIR analyzes two different land use schemes at the Project site to capture the range of possible land uses that could be developed. Two conceptual land use plan schemes for the five development parcels have been identified: Scheme A and Scheme B. Both schemes have one variant, which differ only with respect to Parcel 2. Table 2-2 summarizes the square footages by land use, residential units, and hotel rooms for both Scheme A and Scheme B.

Table 2-2. Proposed Development at the Project Site by Scheme

Land Use	Scheme A ^a	Scheme B ^a
Residential	1,360,000 gsf	200,000 gsf
Commercial (Retail and Entertainment) ^b	1,502,000 gsf	1,702,000 gsf
Office	5,724,400 gsf	6,684,400 gsf
Hotel ^c	578,000 gsf	578,000 gsf
<i>Total</i>	<i>9,164,400 gsf</i>	<i>9,164,400 gsf</i>
Residential Units	1,360 units	200 units
Hotel Rooms ^c	700 rooms	700 rooms

Source: Related 2015.

Note:

^a Where appropriate, the EIR analyzes a variant for both Scheme A and Scheme B at Parcel 2. Under the variant, it is assumed that instead of all office (Scheme A), or an office/retail mix (Scheme B), only retail would be located at Parcel 2. The retail-only variant would result in a total of 519,000 gsf at Parcel 2 with a FAR of 0.20. Therefore, in total, the variant would result in 7,523,400 gsf distributed throughout the Project site with an average FAR of 0.76.

^b Commercial (Retail and Entertainment) includes retail uses and food/beverage.

^c The numbers in the above table represent maximum development at the Project site, but the land use mix could change slightly (between office and hotel uses). The above table assumes full build-out of office uses rather than hotel uses on Parcels 1, 2, and 3 and in the Northwest Office Zone on Parcel 4. However, if hotel uses are constructed on these parcels, office space would be reduced accordingly. Hotel uses on Parcel 4 (excluding the Northwest Office Zone) and Parcel 5 would total 578,000 gsf, as shown in this table. Total development at the Project site would not exceed 9.16 million gsf under either scheme.

gsf = gross square feet

Under Scheme A, the building area¹⁹ would total up to 9.16 million gsf. The proposed uses for Parcels 1 and 3 include primarily office uses, while Parcels 4 and 5 are proposed as a mixed-use development consisting of commercial uses including retail, food/beverage, and entertainment uses,²⁰ along with offices, hotels,

¹⁷ The maximum height of the Project at 17 stories, or 190 feet, is measured against the finished grade of the on-site streets. This is within Federal Aviation Administration height limits; the proposed buildings would not exceed 219 feet above msl.

¹⁸ Unless otherwise stated, all information from this section is from: Related. 2015. "City Place Santa Clara: EIR Project Description." May 2014, last amended April 2015.

¹⁹ Building areas do not include the proposed parking structures.

²⁰ Entertainment uses may include, but would not be limited to cinema; dine-in cinema; bowling, arcade, bar, and/or restaurant combination (entertainment center); nightclub; performance venue (i.e. jazz club or comedy club); and themed entertainment venues.

and multi-family residential uses. For Parcel 2, Scheme A would include primarily office uses; however, a variant to Scheme A would include only retail at Parcel 2. With the variant, development would total approximately 7.52 million gsf distributed throughout the Project site, with an average FAR of 0.76.

Under Scheme B, the building area would also total up to 9.16 million gsf. Scheme B includes the same development scheme and building area as Scheme A for Parcels 1 and 3. For Parcel 2, under Scheme A, a retail area with office buildings would be constructed rather than only office uses. For Parcel 4, no residential uses would be constructed and instead would include more office uses as compared to Scheme A. However, the same amount of space for the proposed hotel, retail, entertainment venues, and open space areas would be developed. Development at Parcel 5 would include the same amount of residential, hotel, retail, and office uses under both schemes. The variant, with retail only (no office uses), at Parcel 2 could also be applied to Scheme B.

Scheme A and Scheme B would result in the same off-site vehicular site access configuration, interior roads and circulation (including through the existing Retention Basin area, Tasman East, and Convention Center parking area), open space areas, utility infrastructure improvements, and potential fire station locations. Table 2-3 compares the schemes by parcel. Daycare uses could be included as part of the office development on all parcels.

In addition, Scheme A and Scheme B would allow for the transfer of density and uses. For Parcels 1, 2, 3, 5, and the Northwest Office Campus Zone of Parcel 4 (discussed below), transfer of density among the four development parcels would be allowed. The developer of each of these development parcels could elect to transfer up to 20 percent of the maximum allowed density of each of the individual development parcels to one or more of the other development parcels. As a result, the total amount of development in Parcels 1, 2, 3, 5, and the Northwest Office Zone of Parcel 4 could increase or decrease proportionately while not exceeding the maximum build-out specified in each development scheme.

It is important to note that the site plans included in Figures 2-4, 2-5, and 2-6 illustrating Scheme A, Scheme B, and the potential fire station locations, respectively, are illustrative for purposes of this analysis, as the Project building envelopes are flexible and have not yet been precisely determined. While the exact number of buildings and footprints are unknown, the maximum development area (in gsf), floor area ratio (FAR),²¹ and height have been established and will be evaluated throughout this document. The illustrative site plans that have been developed and included in this section are used as the basis for the analysis in this Draft EIR, with the expectation that the impacts would not vary based on ultimate detailed configuration.

²¹ Floor area ratio (FAR) is the ratio of the gross square footage of the floor area of a building or buildings to the lot on which the building or buildings are located. FAR for any lot includes new structures to be built and those remaining.

Table 2-3. Development Comparison by Scheme

Parcel	Characteristic	Scheme A	Scheme B
Parcel 1	Office ^{a,b}	1,200,000 gsf	1,200,000 gsf
	<i>Max. Development</i>	<i>1,200,000 gsf</i>	<i>1,200,000 gsf</i>
	FAR	0.75	0.75
	Height (max.)	17 stories	17 stories
Parcel 2	Office ^{a,b}	2,160,000 gsf	1,960,000
	Retail	—	200,000 gsf
	<i>Max. Development</i>	<i>2,160,000 gsf</i>	<i>2,160,000 gsf</i>
	FAR	0.81	0.81
Parcel 3	Height (max.)	17 stories	17 stories
	Office ^{a,b}	720,000 gsf	720,000 gsf
	<i>Max. Development</i>	<i>720,000 gsf</i>	<i>720,000 gsf</i>
	FAR	0.47	0.47
Parcel 4	Height (max.)	17 stories	17 stories
	Residential	1,160,000 gsf (1,160 units)	—
	Hotel	298,000 gsf (300 rooms)	298,000 gsf (300 rooms)
	Retail ^c	1,415,000 gsf	1,415,000 gsf
	Office ^{a,b}	1,386,400 gsf	2,546,400 gsf
	<i>Max. Development</i>	<i>4,259,400 gsf</i>	<i>4,259,400 gsf</i>
Parcel 5	FAR	1.13	1.13
	Height (max.)	17 stories	17 stories
	Residential	200,000 (200 units)	200,000 (200 units)
	Hotel	280,000 (400 rooms)	280,000 (400 rooms)
	Retail ^c	87,000	87,000
	Office ^a	258,000	258,000
Overall Maximum Development	<i>Max. Development</i>	<i>825,000</i>	<i>825,000</i>
	FAR	2.37	2.37
	Height (max.)	17 stories	17 stories
<i>Average FAR</i>		<i>0.93</i>	<i>0.93</i>

Source: Related 2015.

Notes:

- ^a. Small amounts of employee-servicing food/beverage and other retail uses may be provided in each building.
- ^b. Hotel uses could be included as part of the office developments on Parcels 1, 2, and 3 and in the Northwest Office Zone on Parcel 4. Total development at the Project site would not exceed 9.16 million gsf under either scheme.
- ^c. Retail includes food/beverage on Parcels 4 and 5 and entertainment uses on Parcel 4.

gsf = gross square feet

FAR = floor area ratio

Scheme A

An illustrative site plan for Scheme A is depicted in Figure 2-4. Scheme A would include a maximum building area of 9.16 million gsf distributed among the five development parcels with an average FAR of 0.93 across the Project site. As summarized in Table 2-4, Parcel 1 would include approximately 1.2 million gsf of development, with an FAR of 0.75; Parcel 2 would include approximately 2.16 million gsf, with an FAR of 0.81 gsf; Parcel 3 would include approximately 720,000 gsf, with an FAR of 0.47; Parcel 4 would include approximately 4.26 million gsf, with of FAR of 1.13; and Parcel 5 would include 825,000 gsf, with a FAR of 2.37.

Table 2-4. FAR Breakdown by Development Parcel – Scheme A

Parcel	Acreage	Proposed Development (gsf)	FAR
Parcel 1	36.8	1,200,000	0.75
Parcel 2	60.9	2,160,000	0.81
Parcel 3	34.9	720,000	0.47
Parcel 4	86.6	4,259,400	1.13
Parcel 5	8.0	825,000	2.37
Retention Basin	12.8	—	--
<i>Total</i>	<i>240</i>	<i>9,164,400</i>	<i>0.93^{a,b}</i>

Source: Related 2015.

Notes:

^a. Average FAR at Project site.

^b. With the variant at Parcel 2, development at the Project site would total 7,523,400 gsf. The FAR at Parcel 2 would increase to 0.20, while the average FAR across the Project site would decrease to 0.76.

gsf = gross square feet

As summarized in Table 2-5, the primary use under Scheme A would be office, accounting for up to 63 percent of the total proposed building area (approximately 5.72 million gsf). The remaining building area under Scheme A would include up to: 1,360,000 gsf of residential uses (1,360 units), 1.31 million gsf of commercial uses (anchors, retail, and food/beverage), 578,000 gsf of hotels (700 rooms), and 190,000 gsf of entertainment uses. The tallest potential building height is projected to be approximately 17 stories (approximately 190 feet) above future on-site street grade.

Specific proposed uses for each of the Parcels are as follows.

Parcel 1. Uses at the 36.8-acre Parcel 1 would be the same for both Schemes A and B and would consist of office space and small amounts of office-serving retail and food/beverage uses. Hotel development would not exceed 150 rooms. The total base entitlement of Parcel 1 would be up to 1.2 million gsf of development. Parcel 1 would have a FAR of 0.75, subject to the density transfer provisions discussed above. One potential configuration meeting these specifications would be five six-story buildings with 240,000 gsf per building. Other possible configurations could have fewer larger and/or higher buildings, or a larger number of smaller and/or shorter buildings. In the early stages of build-out, parking would likely be provided in surface lots; as the parcel builds out, parking structures would be added to provide the total required spaces.

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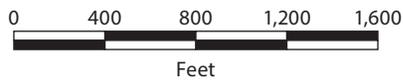
LEGEND

Land Uses

- Podium Residential
- Retail Anchor
- Retail and F & B
- Hotel
- Entertainment
- Office

Boundaries

- Site
- Parcel



Source: RTKL, 2015.

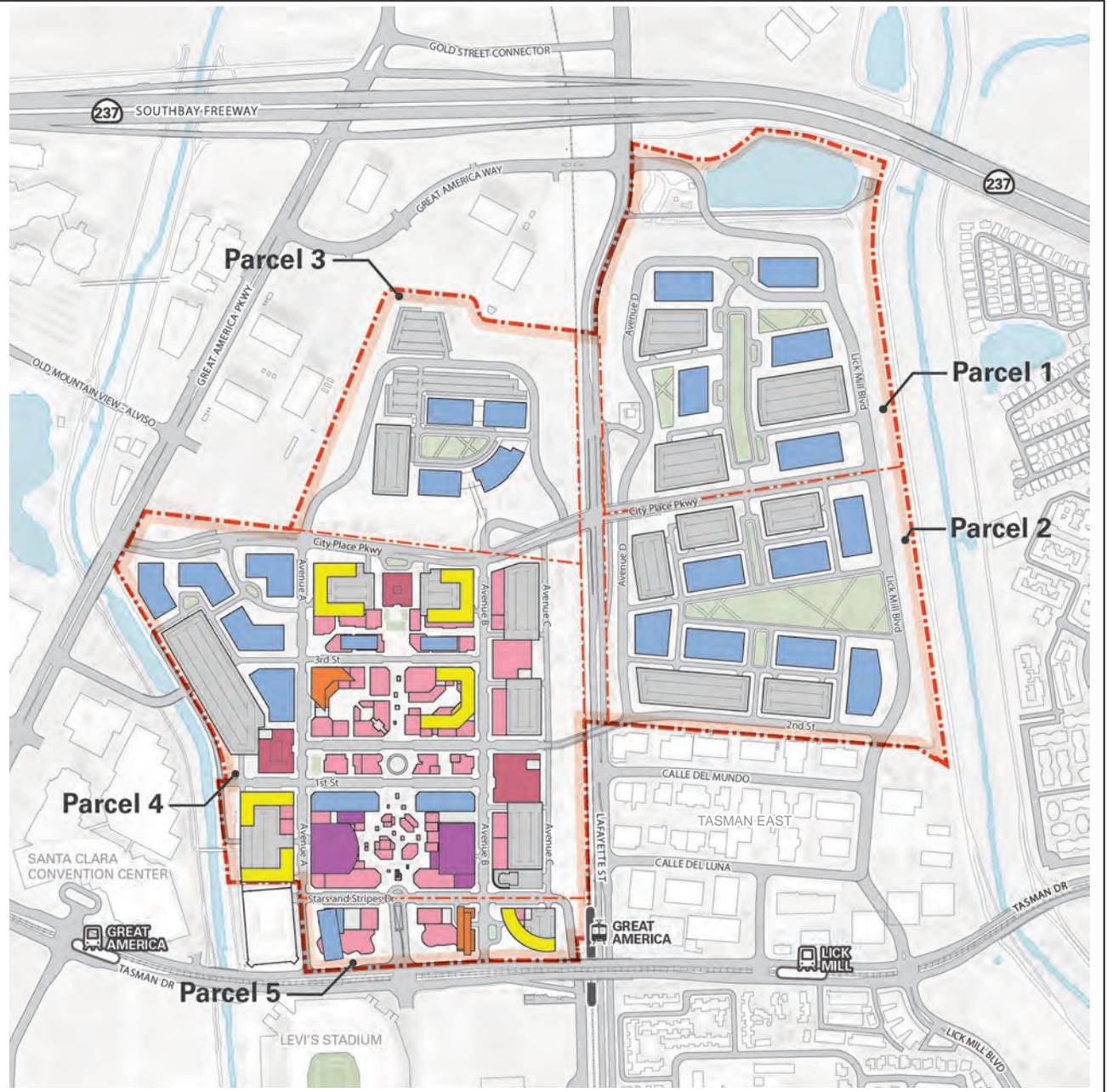


Figure 2-4
Illustrative Site Plan – Scheme A
 City Place Santa Clara



Table 2-5. Development Summary by Parcel—Scheme A

Parcel	Use	Square Feet (gsf)
Parcel 1	Office ^a /Potential Hotel	1,200,000
Parcel 2	Office ^a /Potential Hotel	2,160,000
Parcel 3	Office ^a /Potential Hotel	720,000
Parcel 4	Residential	1,160,000
	Hotel	298,000
	Retail ^b	1,415,000
	Office ^a	1,386,400
Parcel 5	Residential	200,000
	Hotel	280,000
	Retail ^b	87,000
	Office ^a	258,000
<i>Total Development</i>		<i>9,164,400^c</i>

Source: Related 2015.

Notes:

a. Small amounts of employee-servicing food/beverage and other retail uses may be provided in each building.

b. Retail includes food/beverage on Parcels 4 and 5 and entertainment uses on Parcel 4.

c. With the variant at Parcel 2, the development at the Project site would total 7,523,400 gsf.

Parcel 2. The 60.9-acre Parcel 2 would be developed predominantly with office uses with small amounts of office-serving retail and food/beverage in each building. Hotel development would not exceed 150 rooms. The total base entitlement at Parcel 2 would be up to 2.16 million gsf. Parcel 2 would have a FAR of 0.81, subject to the density transfer provision discussed above. One potential configuration meeting these specifications would be nine six-story buildings, each with approximately 240,000 gsf. Other configurations could have a smaller number of larger and/or taller buildings, or a larger number of smaller and/or shorter buildings. Surface parking would be provided in the early stages of development and parking structures would be added by full build-out to provide the required number of spaces.

As discussed above, where appropriate, this EIR will analyze a variant for Scheme A at Parcel 2. Under the variant, it is assumed that instead of all office uses (Scheme A), only retail would be located at Parcel 2. The retail-only variant would result in a total of 519,000 gsf at Parcel 2, for a total square footage of 7,523,400 gsf distributed throughout the Project site.

Parcel 3. Uses at the 34.9-acre Parcel 3 would be the same for both Schemes A and B and would consist mainly of office uses with small amounts of office-serving retail and food/beverage uses in each building. Hotel development would not exceed 150 rooms. The total base entitlement at Parcel 3 would be up to 720,000 gsf. Parcel 3 would result in a FAR of 0.47, subject to the density transfer provision discussed above). One potential configuration meeting these specifications would be four six-story buildings, each with approximately 180,000 gsf. Other configurations could have a smaller number of larger and/or taller buildings, or a larger number of smaller and/or shorter buildings. In the early stages of build-out, parking would likely be provided in surface lots. As the parcel builds out, parking structures would be added to provide the required spaces.

Parcel 4. Uses at Parcel 4 would be a mixed-use development consisting of two zones: the City Center Zone and the Northwest Office Zone. In total, the two zones would comprise up to 4.26 million gsf of development. The buildings would result in a FAR of 1.13 for Parcel 4, subject to the density transfer provision. Parking for Parcel 4 would be provided in structured parking and surface parking lots.

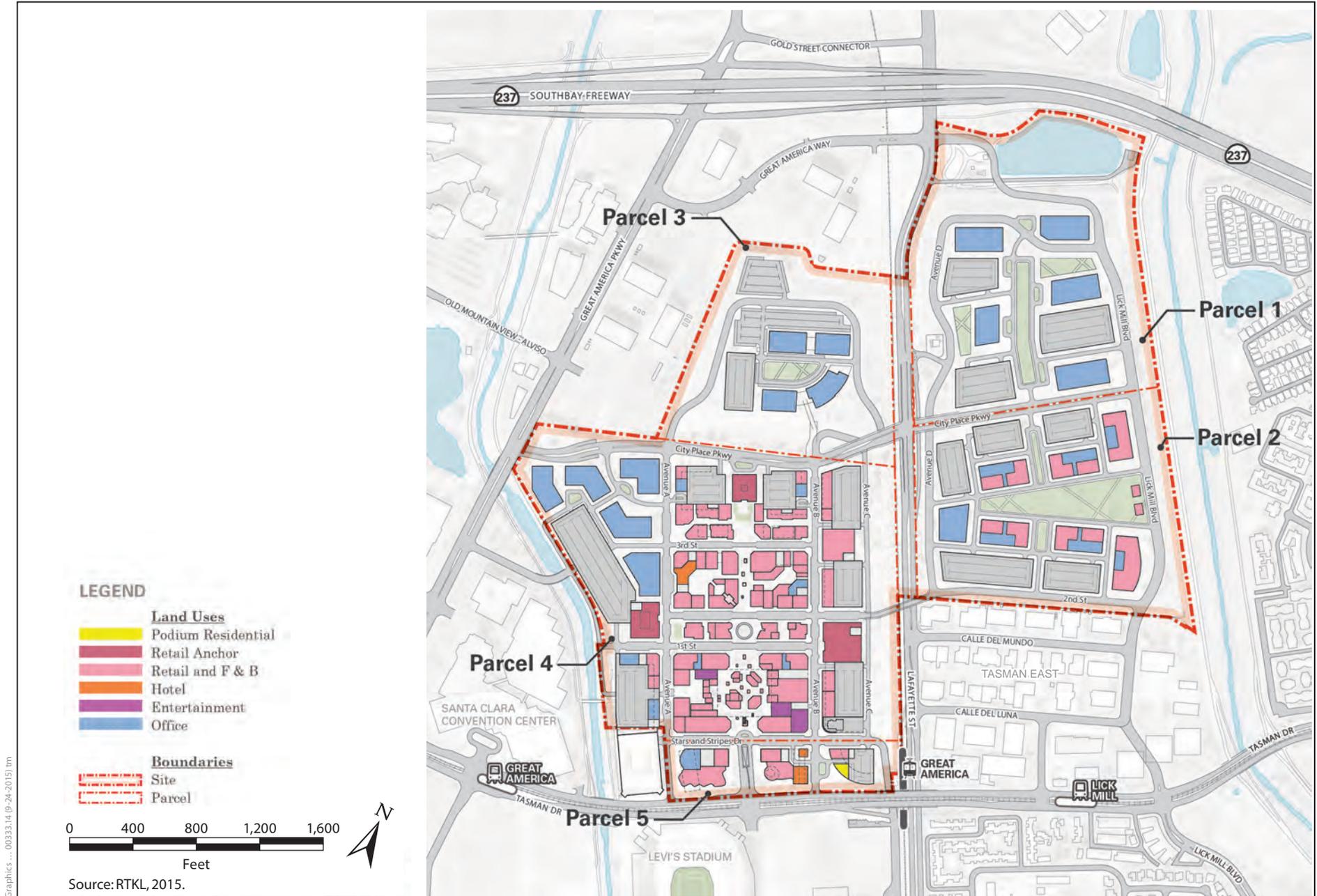
The City Center Zone would consist of a wide variety of commercial uses including retail, restaurants, other food/beverage facilities, cinemas, nightclubs, performance venues, other entertainment venues, hotels, office space, and high-density residential units. In total, this zone would include approximately 3.19 million gsf of development. A series of districts with an urban main street would be developed. The main street would feature large anchor retail stores, commercial retail shops, and food/beverage restaurants at multiple levels along both the north-south and east-west axes. Wide sidewalks would allow for pedestrian flow, retail kiosks, and outdoor dining. Hotel development of up to 300 rooms would support the office space and commercial uses throughout the four development parcels and Project area.

The City Center Zone would also include up to 1,160 residential units and may include one or a mix of two different housing types. One type would be a multi-family podium-style configuration ranging in a height from three to six stories located above retail and/or structured parking. A second type of housing would be high-rise, multi-family units located above retail and/or structured parking, up to 17 stories in height. In addition to the residential units, the hotel uses in the City Center Zone may include an extended-stay product type called *serviced apartments* for extended stay visitors and employees of businesses in the area. The extended stay hotel uses may be located in close proximity to and serviced by a hotel, or could be located in a stand-alone extended hotel facility. The Northwest Office Zone would be located in the northwest portion of Parcel 4 and would consist of office land uses (small amounts of office-serving retail and food/beverage uses), and potentially a hotel.

Parcel 5. Similar to Parcel 4, Parcel 5 would provide a mix of uses, including residential, hotel, retail, and office uses within the southern portion of the Project site. The proposed buildings would include approximately 87,000 gsf of commercial uses (retail and food/beverage) and 258,000 gsf of office uses. In addition, approximately 200,000 gsf of residential uses would be provided with development of approximately 200 units. One or more hotels would provide approximately 280,000 gsf for 400 rooms. In total, Parcel 5 would include approximately 825,000 gsf of development and have a FAR of 2.37, subject to the density transfer provisions. Parking would be provided in above- and below finished grade parking structures and within surface parking lots.

Scheme B

An illustrative site plan for Scheme B is depicted in Figure 2-5. As with Scheme A, Scheme B would include a maximum building area of 9.16 million gsf distributed over all five development parcels with an average FAR of 0.93 across the Project site. As summarized in Table 2-6, Parcel 1 would include approximately 1.2 million gsf of development, with a FAR of 0.75; Parcel 2 would include approximately 2.16 million gsf, with a FAR of 0.81 gsf; Parcel 3 would include approximately 720,000 gsf, with a FAR of 0.47; Parcel 4 would include approximately 4.26 million gsf, with of a FAR of 1.13; and Parcel 5 would include approximately 825,000 gsf, with a FAR of 2.37.



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Figure 2-5
Illustrative Site Plan – Scheme B
 City Place Santa Clara

Table 2-6. FAR Breakdown by Development Parcel–Scheme B

Development Parcel	Acreage	Proposed Development (gsf)	FAR
Parcel 1	36.8	1,200,000	0.75
Parcel 2	60.9	2,160,000	0.81
Parcel 3	34.9	720,000	0.47
Parcel 4	86.6	4,259,400	1.13
Parcel 5	8.0	825,000	2.37
Retention Basin	12.8	--	--
<i>Total</i>	<i>240</i>	<i>9,164,400</i>	<i>0.93^{a,b}</i>

Source: Related 2015.

Notes:

a. Average FAR at Project site.

b. With the variant at Parcel 2, the development at the Project site would total 7,523,400 gsf.

gsf = gross square feet

As summarized in Table 2-7, the majority of development under Scheme B would be office, accounting for approximately 73 percent of the total proposed building area (6.68 million gsf). The remaining building area under Scheme B would include up to: 200,000 gsf of residential uses (200 units), 1.51 million gsf of commercial uses (anchors, retail, and food/beverage), 578,000 gsf of hotels (700 rooms), and 190,000 gsf of entertainment uses. The maximum proposed height would not exceed 17 stories.

Table 2-7. Development Summary by Parcel – Scheme B

Parcel	Use	Gross Square Feet
Parcel 1	Office ^a /Potential Hotel	1,200,000
Parcel 2	Office/Retail/Potential Hotel ^a	2,160,000
Parcel 3	Office ^a /Potential Hotel	720,000
Parcel 4	Residential	--
	Hotel	298,000
	Retail ^b	1,415,000
	Office ^a /Potential Hotel	2,546,400
Parcel 5	Residential	200,000
	Hotel	280,000
	Retail ^b	87,000
	Office ^a	258,000
<i>Total Development</i>		<i>9,164,400^c</i>

Source: Related 2015.

Notes:

a. Small amounts of employee-serving food/beverage and other retail uses may be provided in each building.

b. Retail includes food/beverage on Parcels 4 and 5 and entertainment uses on Parcel 4.

c. With the variant at Parcel 2, the development at the Project site would total 7,523,400 gsf.

Parcel 1. Under Scheme B, Parcel 1 would consist of the same land uses, building area, and parking as under Scheme A. The primary uses at Parcel 1 would include office space with small amounts of office user-serving retail and food/beverage uses. The total base entitlement of Parcel 1 would be approximately 1.2 million gsf of development for an FAR of 0.75 (subject to the density transfer provision discussed above).

Parcel 2. Parcel 2 would consist of approximately 1.96 million gsf of predominantly office uses. In addition, this parcel would include anchor retail buildings and smaller standalone food/beverage buildings, totaling approximately 200,000 gsf. The retail buildings would most likely connect several of the anchor retail buildings and be one or two stories. The total base entitlement at Parcel 2 would be approximately 2.16 million gsf. The buildings would result in an FAR of 0.81 in Parcel 2 (subject to the density transfer provision discussed above). Surface parking would be available, with potential for structured parking.

As discussed above, where appropriate, the EIR will analyze a variant for Scheme B at Parcel 2. Under the variant, it is assumed that instead of an office/retail mix, only retail would be located at Parcel 2. The retail-only variant would result in a total of 519,000 gsf at Parcel 2, for a total square footage of 7,523,400 gsf distributed throughout the Project site.

Parcel 3. Under Scheme B, Parcel 3 would consist of the same land uses, building area, and parking as under Scheme A. The primary uses at Parcel 3 would include office uses with small amounts of office user-serving retail and food/beverage uses in each building. The total base entitlement at Parcel 3 would be approximately 720,000 gsf, with a FAR of 0.47 (subject to the density transfer provision discussed above).

Parcel 4. As with Scheme A, Parcel 4 would be a mixed-use development consisting of two zones: the City Center Zone and the Northwest Office Zone. Although the two schemes would result in the same amount of development (4.26 million gsf), Scheme B would include no residential uses at Parcel 4 but would include an increase in office uses. The buildings would result in an FAR of 1.13 for Parcel 4 (subject to the density transfer provision discussed above, which is applicable to the Northeast Office Zone but not the City Center Zone). Parking would be provided in parking structures and podium-level parking areas.

The City Center Zone would consist of the same variety and amount of commercial uses including retail, restaurants, other food/beverage facilities, cinemas, nightclubs, performance venues, and other entertainment venues, and hotel uses as Scheme A. In total, this zone would include approximately 3.19 million gsf of development. Scheme B would also include a series of districts with an urban main street with open spaces integrated throughout. The Northwest Office Zone would be located in the northwest portion of Parcel 4.

Parcel 5. Under Scheme B, Parcel 5 would consist of the same land uses, building area, and parking as under Scheme A. The proposed buildings would include approximately 87,000 gsf of commercial uses, 258,000 gsf of office, 200,000 gsf of residential uses (200 units), and 280,000 gsf of hotel uses (400 rooms). In total, Parcel 5 would include approximately 825,000 gsf of development with a FAR of 2.37, subject to the density transfer provisions. Parking would be provided in above- and below-ground parking structures.

Replacement Fire Station 10

As discussed above, to accommodate the Project, the existing Fire Station 10 at 5111 Stars and Stripes Drive, to the south of the golf course, could be demolished. The 7,364 gsf fire station currently houses one Type 1 fire engine, in addition to one Type 6 fire engine²² that is designated for Levi's Stadium. Under the Project, this station could remain in its current location or be demolished and replaced elsewhere. If the existing station is not retained at its current location, it would either (1) be demolished after completion and occupancy of the new fire station, (2) a temporary fire station would be operated on site, or (3) alternate arrangements would be made to ensure adequate fire service to the area during any period of unavailability of the existing fire station and before the replacement fire station is operational.²³ Any replacement facility is proposed to be the same size as the existing facility (7,364 gsf), which could accommodate the same number of firefighters (three personnel). However, as discussed in more detail below, increasing personnel and possibly equipment, would be necessary to maintain satisfactory service levels and the replacement fire station may need to be larger than its current size in order to accommodate additional resources.

If reconstructed, the replacement fire station would be located at one of three possible locations. One is its current location, where it would be integrated into the proposed City Center on Parcel 4. At its current location, the station would continue to be accessed via Stars and Stripes Drive. The second location (Option 1) would be in the northwest corner of Parcel 4, north of the proposed interior street (City Place Parkway) that would travel between Parcels 3 and 4. The station would be accessible via the future interior street and Great America Parkway. The third location (Option 2) would be off-site in the northern portion of the existing Convention Center surface parking lot, across San Tomas Aquino Creek to the southwest of the Project site. This location, which is not owned by the City, would be accessible via the proposed roadway extension through this area and Great America Parkway. Figure 2-6 shows the potential fire station locations.

Site Access, Circulation, and Parking

Vehicular Access and Circulation

Currently, the area of the Project site west of Lafayette Street (which includes the Santa Clara Golf & Tennis Club and Fire Station 10) is accessed from Tasman Drive via Centennial Boulevard to Stars and Stripes Drive at the southern portion of the Project site. Tasman Drive is grade-separated above Lafayette Street and the UPRR right-of-way, but connects to Stars and Stripes Drive via a signalized intersection at Centennial Boulevard. The northeastern portion of the Project site (the BMX track) connects to Lafayette Street via an at-grade driveway. The southeastern portion of the Project site (part of the golf course) east of Lafayette Street is currently only accessible for pedestrians, golf carts, and maintenance vehicles via an overcrossing over Lafayette Street and the UPRR right-of-way.

The Project site currently has several physical constraints related to vehicular access to the site, particularly due to the grade differentials as a result of the former Landfill and the UPRR right-of-way.

²² Type 1 fire engines are structure engines with a minimum tank capacity of 300 gallons of water and require a minimum of 4 personnel. Type 4 fire engines are wildland structure engines with a minimum tank capacity of 750 gallons of water and require a minimum of 2 personnel.

²³ Even if the fire station is retained in its current location, there may be the need for a temporary fire station on site or for temporary alternate arrangements to be made to ensure no interruption of service during construction in the vicinity of the existing fire station.

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LEGEND

Vehicular Circulation

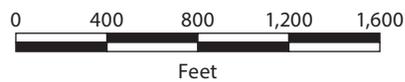
- Fire Station
- Urban Interchange
- Full Intersection
- Right in Right out Intersection

Transit

- VTA Light Rail
- Capitol Corridor/
Altamont Commuter Express

Boundaries

- Site
- Parcel



Source: RTKL, 2015.

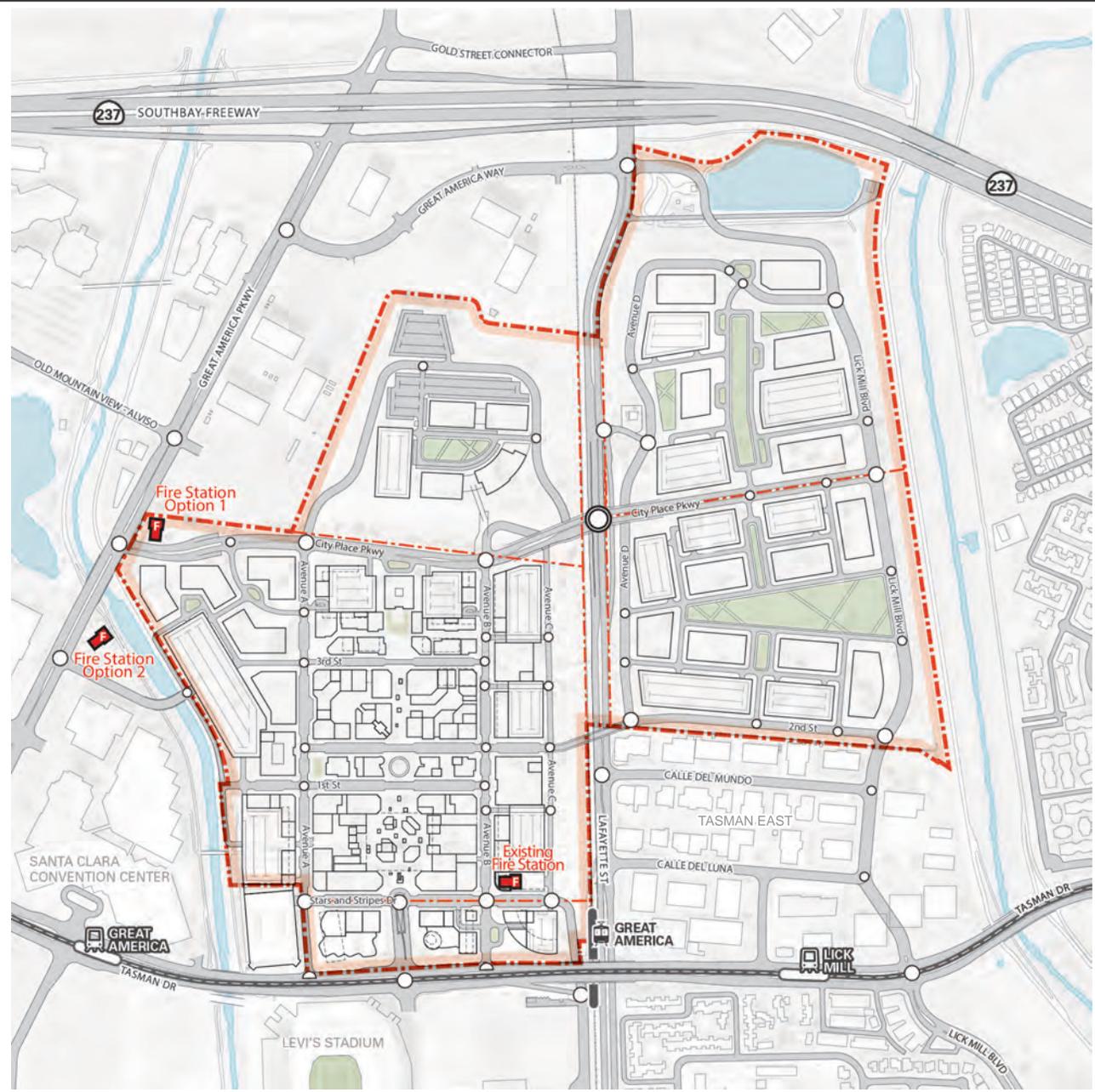


Figure 2-6
Proposed Fire Station 10 Locations
 City Place Santa Clara



Due to the raised elevation of the golf course, Lafayette Street is located down gradient from the majority of the Project site. The UPRR right-of-way is located along the western edge of Lafayette Street, restricting vehicular access from Lafayette Street to the western parcels of the Project site. In addition, riparian buffers, which also limit access, are located to the north, east, and west of the Project site along the retention pond, the Guadalupe River, and San Tomas Aquino Creek, respectively. Other factors, such as gas capture facilities, overhead power lines, the VTA light rail line along Tasman Drive, and existing development also provide circulation challenges.

Vehicular access and circulation are proposed to be the same under Scheme A and Scheme B. Figure 2-7 depicts the proposed access and circulation. The Project would include several access points from existing roadways and proposed roadway extensions. Emergency access would be provided at all proposed access points and driveways. For ease of reference, the below discussion incorporates the names of the proposed new roadways and roadway extensions, consistent with Figure 2-7. The names of the streets described below could be changed during the entitlement process and are placeholders for the purposes of this analysis.

City Place Parkway. A new roadway from Great America Parkway would bisect the Project site in an east-west direction. This access point is expected to be the marquee entrance to the development. City Place Parkway would connect with Great America Parkway to the west and would travel between Parcels 3 and 4, over Lafayette Street/UPRR right-of-way, and between Parcels 1 and 2, where it would connect with the Lick Mill Boulevard extension to the eastern portion of the Project site. This internal roadway would be at grade on the Project site (approximately 45 feet above msl) and would consist of a new Urban Interchange overpass across Lafayette Street/UPRR right-of-way. Direct access from Lafayette Street would be provided via ramps up to the Urban Interchange overpass. City Place Parkway would include multiple access points to all of the parcels.

There are currently overhead Pacific Gas & Electric Company (PG&E) transmission lines on both sides of Lafayette Street and overhead SVP electric on the east side of Lafayette Street, providing design challenges for the Urban Interchange. The interchange would be required to provide the proper clearances (or necessary relocation or undergrounding) from these utilities. The interchange would also be required to meet minimum vertical clearance requirements above the UPRR right-of-way on the west side of Lafayette Street.

Lick Mill Boulevard Extension. Lick Mill Boulevard generally travels in a north-south direction, connecting Montague Expressway to the south with Tasman Drive to the north. The boulevard currently ends south of the Tasman East industrial/office development, which is to the south of Parcel 2. The Project would extend Lick Mill Boulevard north through Tasman East, along the eastern-most edge of Parcels 1 and 2, run adjacent to the Retention Basin, and would connect with Lafayette Street at Great America Way. In addition, Lick Mill Boulevard would connect with the proposed 2nd Street on Parcel 2, which would travel in an east-west direction at the southern edge of Parcel 2 and cross over Lafayette Street/ UPRR right-of-way onto Parcel 4.

To extend Lick Mill Boulevard through Tasman East, up to three existing office buildings, totaling 127,500 gsf, may need to be demolished, as shown in Figure 2-7. The street extension would bisect the 7-acre property located at 2101, 2111, and 2121 Tasman Drive (APN 097-05-056). The office park, which was constructed in 1984, currently consists of two, two-story buildings (51,200 gsf each) and one, one-story building (25,100 gsf). In addition, to improve roadway capacity, Calle Del Mundo may need to be widened within the existing right-of-way.

An elevated structure would connect Lick Mill Boulevard on Parcel 1 with Lafayette Street. The structure would start at an elevation of approximately 40 feet above msl on Parcel 1, cross over the Retention

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LEGEND

 Tasman East Buildings to be Demolished

Vehicular Circulation

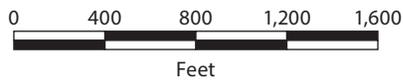
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-  Minor Arterial (Existing)
-  Minor Arterial (Proposed)
-  Collector Street (Existing)
-  Collector Street (Proposed)
-  Local Street (Proposed)
-  Potential Connection
-  Urban Interchange
-  Full Intersection
-  Right in Right out Intersection

Transit

-  VTA Light Rail
-  Capitol Corridor/
Altamont Commuter Express

Boundaries

-  Site
-  Parcel



Source: RTKL, 2015.



Figure 2-7
Proposed Site Access and Street Network
 City Place Santa Clara

Basin area between the Retention Basin and the pump station at an elevation of 9 to 23 feet above msl, and would connect with Lafayette Street at 9 feet above msl.

San Tomas Aquino Creek Overcrossing. In addition to the connection from City Place Parkway, as explained above, Parcel 4 would be connected to Great America Parkway via a new roadway extension through the Convention Center property. This proposed off-site roadway would be near the existing private roadway and would likely be widened into the adjacent surface parking lot to accommodate additional vehicles (up to two lanes in each direction). In addition, the existing unsignalized intersection at Great America Parkway and the existing roadway would be shifted to the north by approximately 40 feet, the existing center median would be removed, and a new traffic signal would be installed.

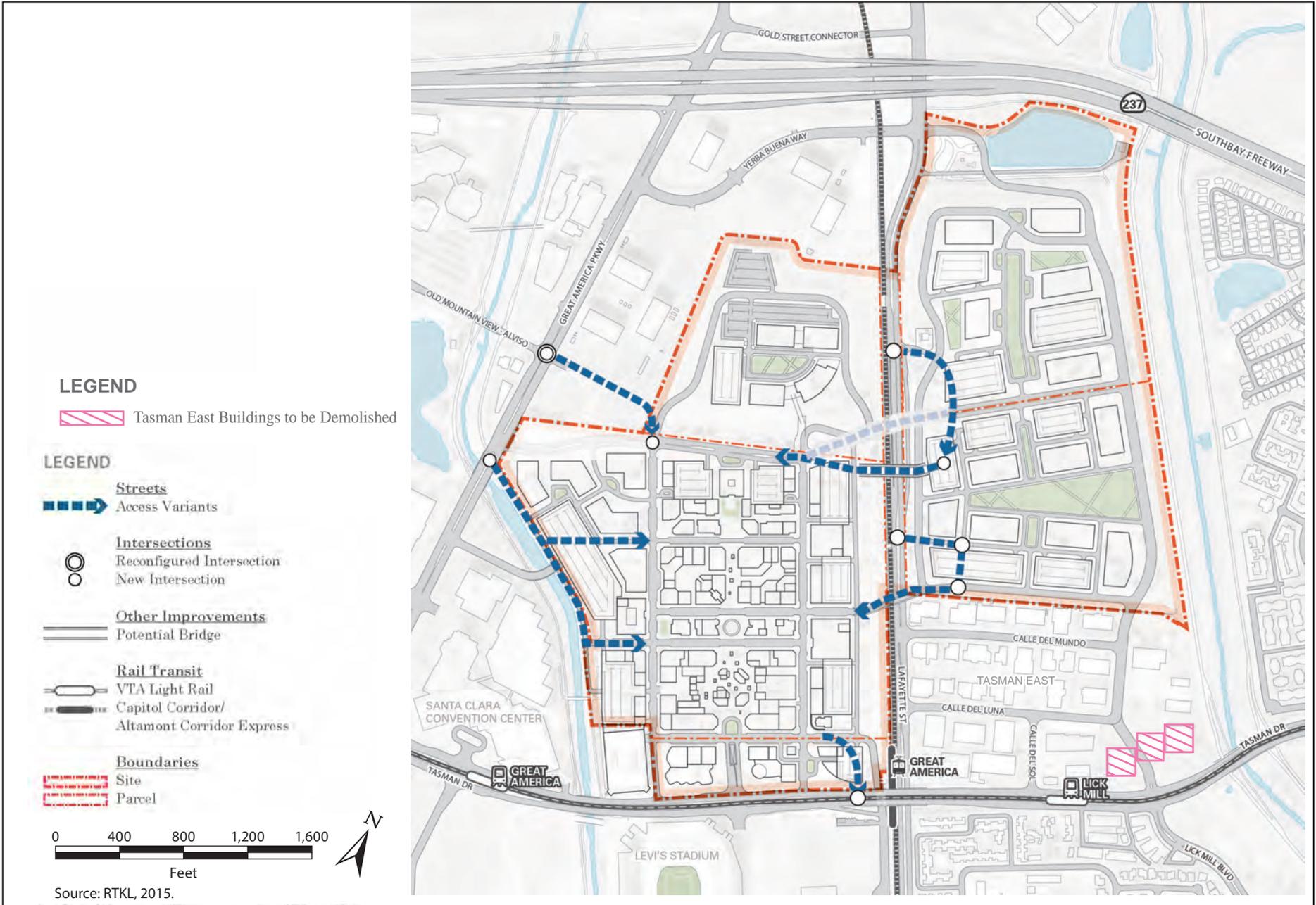
To access Parcel 4, a new bridge would be constructed over San Tomas Aquino Creek. This bridge would be similar in design and appearance as the existing bridges over San Tomas Aquino Creek to the north (Great America Parkway) and to the south (Tasman Drive). The bridge would allow direct access to Parcel 4 for bicycles and pedestrians from the existing San Tomas Aquino Creek Trail. A trail bypass would be constructed under the proposed bridge (below the current grade of the trail), immediately adjacent to the creek, for the bicyclists and pedestrians who prefer to continue traveling on the trail. The bridge would be approximately 22 feet above msl (approximately 18 feet above the creek).

Other Access Points. The Project would maintain the existing access points at Centennial Boulevard, Stars and Stripes Drive, and Lafayette Street. The Project would include three access points from Stars and Stripes Drive (Avenue A, Avenue B, and Avenue C) and Tasman Drive (Centennial Boulevard, Avenue A, and Avenue B). The Project site would also be accessible from eastbound on Tasman Drive with the construction of a slip-ramp. This ramp would be located to the south of Tasman Drive and to the north of the Santa Clara Youth Soccer Park, providing a direct connection from Tasman Drive to Stars and Stripes Drive. A second vehicular overcrossing along the proposed 2nd Street would be constructed over Lafayette Street to connect Parcel 2 and Parcel 4. In addition, the existing driveway from Lafayette Street to Parcel 1 (the current BMX track driveway) would be maintained, although it would likely be widened and improved. This driveway would connect Lafayette Street with the proposed Avenue D on the Project site.

Variants to Vehicular Access and Circulation

The Project could include additional and/or alternative vehicular access to the Project site. Potential variants, as analyzed throughout this document, include the Santa Clara Gateway Variant, Jug Handle Variant, and two New Tasman Drive Intersection Variants. The Project variants, as described below, are shown in Figure 2-8.

Santa Clara Gateway Variant. Adjacent to the Project site, to the north and northwest, are office parks along Great America Parkway and Great America Way. The office complex, Santa Clara Gateway, is owned and operated by the Irvine Company. The Project could result in a new access point to Parcels 3 and 4 from Great America Parkway through the southern portion of the Santa Clara Gateway office complex parking lot. Under this variant, the existing entrance to the southern portion of Santa Clara Gateway at the Great America Parkway/Old Mountain View-Alviso Road intersection would be improved by extending the existing roadway farther east and then south to connect with the new City Place Parkway between Parcels 3 and 4. This access point would connect with City Place Parkway at Avenue A, which would continue eastward over the Lafayette Street/UPRR right-of-way and between Parcels 1 and 2 where it would connect with the Lick Mill Boulevard extension at the eastern edge of the Project site. This internal roadway would be at grade on the Project site (approximately 45 feet above msl) and

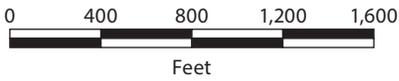


LEGEND

Tasman East Buildings to be Demolished

LEGEND

- Streets**
Access Variants
- Intersections**
Reconfigured Intersection
New Intersection
- Other Improvements**
Potential Bridge
- Rail Transit**
VTA Light Rail
Capitol Corridor/
Altamont Corridor Express
- Boundaries**
Site
Parcel



Source: RTKL, 2015.

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Figure 2-8
Site Access Variants
City Place Santa Clara

would include a new overpass over the Lafayette Street/UPRR right-of-way. City Place Parkway would include multiple access points to all of the parcels. The Santa Clara Gateway Variant may replace the City Place Parkway connection from Great America Parkway, as proposed for the Project.

Jug Handle Variant. Under this variant, access to Parcels 3 and 4 from Lafayette Street would be provided by two new intersections at Lafayette Street, one to Parcel 1, north of the City Place Parkway overpass, and the second at Parcel 2, south of the overpass. From these intersections, new roads would loop up onto both parcels and connect at an intersection with City Place Parkway at an intersection with City Place Parkway at Parcel 1 and at an intersection with a 2nd Street overpass at Parcel 2. The Jug Handle Variant would allow both westbound traffic to Parcels 3 and 4 and eastbound traffic to Parcels 1 and 2. This variant would be implemented instead of the Urban Interchange connection at Lafayette Street described above.

New Tasman Drive Intersection Variant 1. This variant would include an elevated fourth connection to Tasman Drive just west of the existing Lafayette Street overcrossing. The variant would result in a new intersection that would cross the VTA light rail lines in the center of Tasman Drive to allow left turns onto eastbound Tasman Drive and right turns onto westbound Tasman Drive. The new intersection would not permit a left turn from eastbound Tasman Drive onto Parcel 5. New Tasman Drive Intersection Variant 1 would be in addition to the access points along Tasman Drive proposed by the Project, as discussed above.

New Tasman Drive Intersection Variant 2. Under this variant, Stars and Stripes Drive would be relocated approximately 100 feet north of its current position. This shift would improve the available area for the planned Parcel 5 development program, extend the length of Centennial Boulevard for ingress and egress queuing, allow access to the existing City garage from the north side, and allow a direct connection to the Convention Center access to Great America Parkway. Additionally, an elevated Avenue C would extend southward to connect to Tasman Drive west of the Lafayette Street bridge. This connection would create a new intersection that would cross the VTA light rail lines in the center of Tasman Drive to allow left turns onto eastbound Tasman Drive and right turns onto westbound Tasman Drive. However, this variant would not permit a left turn from eastbound Tasman Drive onto Parcel 5. The variant would also allow direct access from the parking structures on the east side of Parcel 4 to Tasman Drive as well as a means for transit egress from the Project site to both directions on Tasman Drive.

Bicycle and Pedestrian Circulation

Bicycle and/or pedestrian access to the Project site would be provided at each proposed vehicular driveway. As shown in Figure 2-9, existing bicycle paths are located along the San Tomas Aquino Creek Trail and the Guadalupe River Trail. In addition, bicycle lanes are provided along Great America Parkway and along Great America Way. Bicycle lanes and routes are proposed on-site at City Place Parkway, Avenue A, 2nd Street, Lick Mill Boulevard, and around the plazas on Parcels 1 and 2. Bicycle paths are proposed adjacent to Lafayette Street, along City Place Parkway, and connecting the Guadalupe River Trail with Parcels 1 and 2. Bicycle parking would adhere to the VTA Bicycle Technical Guidelines and would be distributed throughout the Project site.

The pedestrian network is depicted in Figure 2-10. As shown, sidewalks are proposed along all streets and between buildings. Major pedestrian linkages would connect Stars and Stripes Drive with the center of Parcel 4 and City Place Parkway with Parcel 3. In addition, pedestrian paseos would be located between buildings on Parcel 4 and potentially Parcel 1. With the proposed pedestrian connections, Parcels 2 and 4 would be a 5-minute walk from Great America Station. All parcels would be no more

LEGEND

-  Tasman East Buildings to be Demolished
- Existing Facilities**
 -  Existing Bike Path
 -  Existing Lane
- Proposed Facilities**
 -  Proposed Bike Path (Related)
 -  Proposed Bike Path (Others)
 -  Proposed Bike Lane (Off Site)
 -  Proposed Bike Lane (Others)
 -  Proposed Shared Bike Route
 -  Potential Bike Center Locations
- Transit**
 -  VTA Light Rail
 -  Capitol Corridor/Altamont Commuter Express
- Boundaries**
 -  Site
 -  Parcel

0 400 800 1,200 1,600
Feet



Source: RTKL, 2015.



Figure 2-9
Existing and Proposed Bicycle Network
 City Place Santa Clara

Graphics ... 003333.14 (8-21-2015).tm

LEGEND

 Tasman East Buildings to be Demolished

Vehicular Circulation

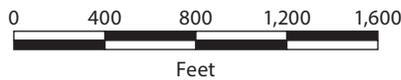
-  Major Pedestrian Linkage
-  Pedestrian Paseo
-  Existing Sidewalk
-  Proposed Sidewalk
-  Bike Path
-  Potential Connection
-  Urban Interchange
-  Full Intersection
-  Right in Right out Intersection

Transit

-  VTA Light Rail
-  Capitol Corridor/
Altamont Commuter Express

Boundaries

-  Site
-  Parcel



Source: RTKL, 2015.

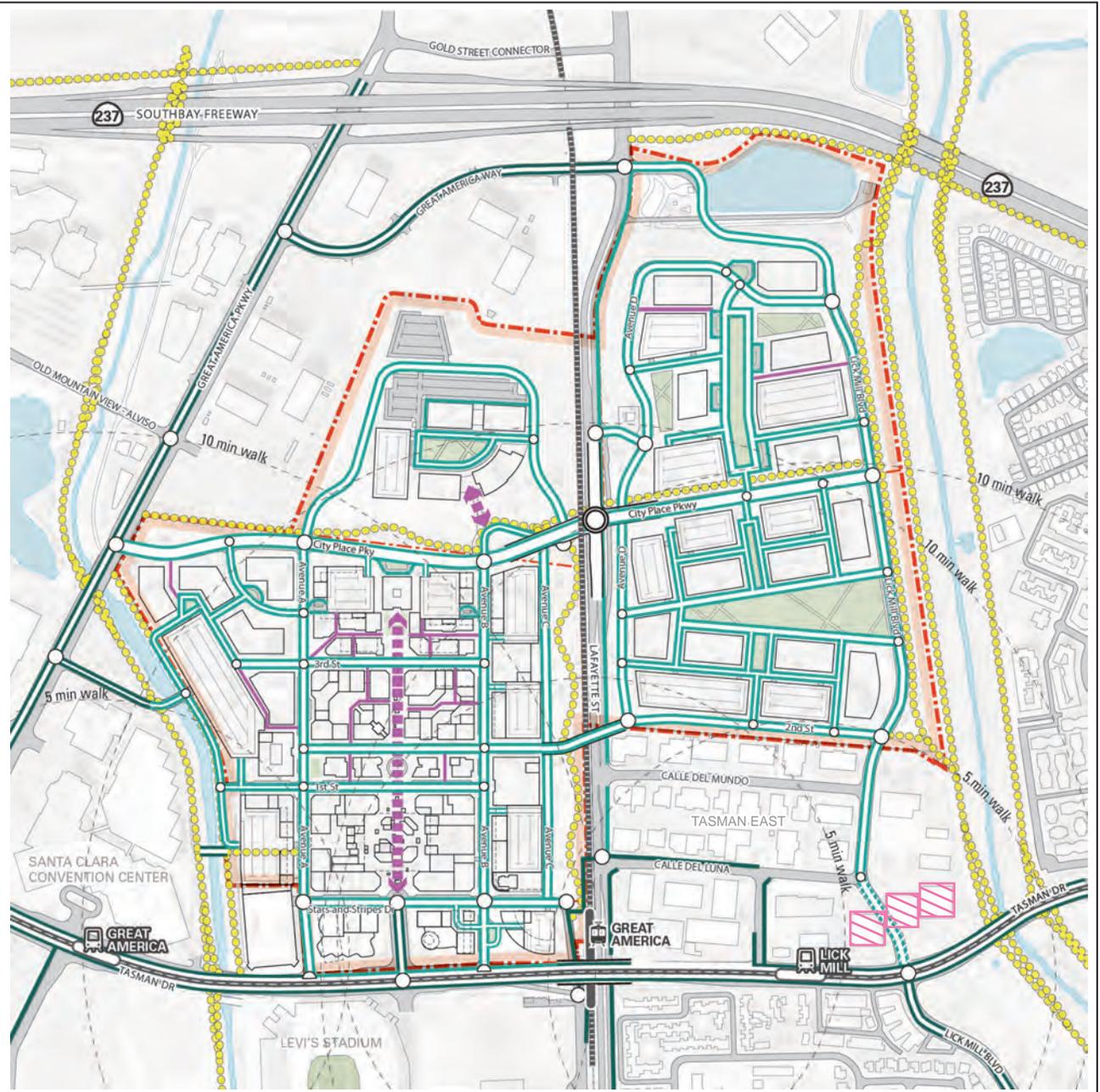


Figure 2-10
Existing and Proposed Pedestrian Network
 City Place Santa Clara

than a 10-minute walk from the Great America station along the UPRR right-of-way and Lick Mill VTA station. Parcel 4 would be within a 10-minute walk from the Great America VTA station.

The Project site currently includes two bicycle and pedestrian bridges. An existing bridge spans San Tomas Aquino Creek, providing a bicycle and pedestrian linkage between the golf course, the San Tomas Aquino Creek Trail, and the Convention Center. This bridge would remain under the Project, connecting Parcel 4 with the trail and the convention center. The existing Lafayette Street and the UPRR overcrossing links the eastern portion of the golf course with the western portion and is used by pedestrians, golf carts, and golf course-related maintenance vehicles. However, with implementation of the Project, this overcrossing would be demolished and replaced with the 2nd Street overpass, which would be accessible to vehicles, bicycles, and pedestrians. This overcrossing would be constructed with development of Parcel 2.

Parking

The parking plan is based on the anticipated demand associated with the proposed land uses at the Project site; therefore, Scheme A and Scheme B would result in different parking scenarios. For office uses, parking would be provided at a minimum ratio of 3.0 parking spaces per 1,000 gsf of building area. Approximately 4.5 parking spaces per 1,000 gsf, 1.5 parking spaces per 1,000 gsf, and 2.5 parking spaces per 1,000 gsf would be provided for retail, food/beverage, and entertainment uses, respectively. In general, 1.0 parking space per hotel room and 1.5 parking spaces per residential unit would be provided on-site. Parking would be provided in both surface parking lots and parking structures. In addition, on-street parking would be provided. However, on-street parking would be in addition to parking provided in accordance with the parking ratios noted here. Therefore, overall parking supply would be higher when street parking is included.

Office demand on weekends is expected to be significantly lower than it is on weekdays, freeing the office parking spaces for use by retail, food/beverage, and entertainment land uses. Some of the proposed parking would be provided for NFL football games at Levi's Stadium, which are estimated to occur 10 to 12 days per year. Approximately 3,000 spaces would be allocated for NFL football games in two formats: approximately 790 spaces within the southern end of the City Center mixed-use core along Tasman Drive (Parcel 5) and approximately 2,210 spaces throughout the balance of the Project site, including on Parcels 1, 2, 3, and 4.

Dependent upon finish grades across the parcels, there may be areas serving retail uses where the upper slab of the podium configuration could be elevated sufficiently above the lower slab to allow one level or more of parking and loading to be inserted between the slabs with utility extensions suspended from the upper slab. In this condition, the perimeter of the podium may be open to daylight at certain locations and elevations. With this solution, the potential exists for conducting loading activities below the finished grade and off some of the internal grade-level access streets, thereby improving site circulation. Parking provided in the interstitial space would be reduced commensurately in the other areas of the City Center and Parcel 4.

Landscaping and Open Space

Landscaping and pervious surfaces would decrease with implementation of the Project. Landscaping and other pervious materials currently cover 89.5 percent, or 214.7 acres, of the Project site (including the Retention Basin). At full development, pervious area would decrease to approximately 48.6 percent, or 116.6 acres, of the site. Of the total landscaped areas, approximately 74.1 acres would be devoted to useable public open space, plus approximately 5.3 acres in private open space. Public open space would

include approximately 31.9 acres of slope/habitat areas, 26.1 acres of park areas, 3.9 acres of pedestrian concourses, 3.4 acres of courtyards, and 8.8 acres at the Retention Basin. Soils taken from the portions of the Project site that overlies the Landfill would not be exposed in open space areas where children could play.

Currently, there are approximately 951 protected trees and approximately 454 non-protected trees at the Project site, for a total of approximately 1,405 trees.^{24,25} For the purposes of this analysis, it is assumed that all existing trees at the Project site would be removed. In addition, up to 234 trees could be removed at Tasman East for the Lick Mill Boulevard extension and up to 104 trees could be removed at the Convention Center for construction of the roadway from Great America Parkway over San Tomas Aquino Creek, and potentially for Fire Station 10 relocation (Option 2).²⁶ Table 2-8 summarizes the trees that could be impacted by the Project.

Table 2-8. Existing Trees that Could Be Affected by the Project

Parcel/Area	Protected Trees	Non-Protected Trees	Total Trees
Parcel 1	52	57	109
Parcel 2	332	90	422
Parcel 3	61	58	119
Parcel 4	469	190	659
Parcel 5	32	49	81
Retention Basin	5	10	15
<i>Total Trees at Project Site</i>	<i>951</i>	<i>454</i>	<i>1,405</i>
Tasman East	153	81	234
Convention Center	79	25	104
<i>Total Trees Impacted by Project</i>	<i>1,183</i>	<i>560</i>	<i>1,743</i>

Sources: HortScience 2015; Live Oak Associates, Inc. 2014.

Under the City of Santa Clara's General Plan, *Policy 5.3.1-P10*, removed trees must be replaced at a ratio of 2:1 on the Project site or at off-site locations. Therefore, assuming all trees are removed, the Project Developer would be required to plant at least 2,810 new trees. Additionally, if trees are removed at off-site locations as a result of the Project, the Project Developer could be required to plant up to 676 additional trees. The Project Developer is currently planning to plant all of the replacement trees at the Project site, but because of the Project design and site constraints, this may not be feasible. The Project Developer may need to plant trees off-site. The replacement trees would not be implemented on a parcel-by-parcel basis.

Sustainability Features

The Project Developer plans to pursue Leadership in Energy and Environmental Design (LEED) for Neighborhood Development certification for the proposed City Center, LEED v2009 Gold for the proposed commercial buildings, and LEED v2009 Silver for the proposed residential buildings. It is expected that 20

²⁴ HortScience. 2015. "Tree Assessment Report, City Place Santa Clara." March 11, 2015.

²⁵ Live Oak Associates, Inc. 2014. "Tree Survey and Report for the HERO site in the City of Santa Clara, California." September 11, 2014.

²⁶ Hort Science. 2015. "Tree Assessment Report, City Place Santa Clara." March 11, 2015.

percent of all the available LEED points will be achieved through reductions in building energy consumption. On-site solar is proposed as part of the Project design and assumed to reduce electricity consumption by 10 percent.²⁷ Additional energy efficiency measures will need to be pursued to meet LEED certification, but specific details on the types and anticipated reductions are currently unknown.

The Project would also include water reduction strategies, such as the use of low-flow fixtures for faucets, water closets, and urinals. In addition, water for landscaping on the Project site would be irrigated by recycled water and the plants would be drought tolerant. Recycled water could also be considered for use in water features, mechanical cooling systems, and toilet flushing. The combined implementation of water conservation strategies could reduce indoor water demand by 10 percent and outdoor water demand by 20 percent.²⁸ It is anticipated that on-site composting and recycling programs would divert at least 50 percent of Project waste from regional landfills.²⁹ Residential uses would include natural gas hearths rather than wood-burning fireplaces.

Activity and Employment

The Santa Clara Golf & Tennis Club (including the on-site restaurant), BMX track, and fire station currently employ a total of 35 people. As described above, up to three existing off-site office buildings in Tasman East may be demolished to accommodate the proposed new roadways. It is estimated that there are approximately 475 workers employed at these office buildings; therefore, construction of the Project would displace a total of approximately 510 current employees. Due to the different development schemes and intensities, the two proposed schemes would result in a different amount of on-site employees and daytime versus nighttime population activity, as summarized below. However, for both schemes, residential uses would include rental units.

Scheme A

Under Scheme A, approximately 25,270 employees would be associated with build-out, the majority of which would be generated by the office uses. Table 2-9 summarizes the amount of employees under Scheme A by use. Based on the gsf of units associated with proposed land uses at each parcel and the employee generation rate per land use, the following number of employees would be generated by each parcel (approximate): 4,440 for Parcel 1, 8,000 employees for Parcel 2, 2,670 employees for Parcel 3, 8,170 employees for Parcel 4, and 1,990 employees for Parcel 5.³⁰ Accounting for the existing employees that would be displaced, in total, Scheme A would result in a net new increase of approximately 24,760 employees.

In terms of employment growth at the Project site, office uses would generate the need for the most employees compared to retail, hotel, and residential uses. Therefore, because the variant under Scheme A would include retail uses in Parcel 2 (instead of only office uses as proposed under Scheme A), fewer employees would be needed. As such, when considering Scheme A in terms of employment, this document does not study the variant and analyzes the more conservative scenario of approximately 24,760 employees.

²⁷ Camille, Bill. Related Santa Clara. May 15, 2015—email message to Laura Yoon, ICF International.

²⁸ Hill, H., L. Matthiessen, J. Leys, and C. Tang. 2015. *Memo regarding Santa Clara City Place EIR*. January 30.

²⁹ Hill, H., L. Matthiessen, J. Leys, and C. Tang. 2015. *Memo regarding Santa Clara City Place EIR*. January 30.

³⁰ Fehr & Peers. 2015. "City Place Santa Clara – Trip Generation Memorandum." March 4, 2015.

Table 2-9. Proposed On-site Residents and Employees—Scheme A

Land Use	Gross Square Footage/Units	Generation Rate	Projected Residents/ Employees ^a
On-site Residents			
Residential	1,360,000/1,360 units	2.4 persons/household	3,270 residents
<i>Total Residential</i>	<i>1,360,000/1,360 units</i>	—	<i>3,270 residents</i>
Employees			
Retail ^b	1,502,000	450 gsf/employee	3,340 employees
Office	5,724,400	270 gsf/employee	21,200 employees
Hotel	578,000/700 rooms	840 gsf/employee	690 employees
Residential	1,360,000/1,360 units	1 employee/32 units	40 employees
<i>Total Project Employees</i>	—	—	<i>25,270 employees</i>
Existing On-site Employees ^c	—	—	35 employees
Existing Off-site Employees ^d	127,500 gsf	270 gsf/employee	475 employees
<i>Total Net New Employees</i>	—	—	<i>24,760 employees</i>

Source: Fehr & Peers 2015.

Notes:

a. Rounded to the nearest tenth.

b. Retail includes food/beverage and entertainment employees.

c. Existing on-site employees include the Santa Clara Golf & Tennis Club, BMX track, and fire station.

d. Existing off-site employees include the three office buildings to be demolished at 2101, 2111, and 2121 Tasman Drive.

gsf =gross square feet

In addition to employees, Scheme A would include up to 1,160 residential units at Parcel 4 and 200 residential units at Parcel 5, for a total of 1,360 residential units at the Project site. Since the housing proposed includes multi-family residential units, it is expected that the average household size would be lower than the City's average of 2.63 persons per household. Based on 2010 Census data for average density of multi-family housing in Santa Clara, it is assumed that the Project would have an average of approximately 2.4 persons per household. This would equate to approximately 3,270 new permanent residents at the Project site.

Scheme B

As stated above, Scheme B would include approximately 9.16 million gsf of development. Approximately 29,230 employees would be generated as a result of Scheme B, the majority of which would be generated by the office uses. Table 2-10 summarizes the amount of employees under Scheme B by use. The following number of employees would be associated with each development parcel (approximate): 4,440 for Parcel 1; 7,700 employees for Parcel 2; 2,670 employees for Parcel 3; 12,910 employees for

Parcel 4; and 1,510 employees for Parcel 5.³¹ Accounting for the existing employees that would be displaced, in total, the Project would result in a net increase of approximately new 28,720 employees.

Table 2-10. Proposed On-site Residents and Employees—Scheme B

Land Use	Gross Square Footage/Units	Generation Rate	Proposed Residents/Employees ^a
On-site Residents			
Residential	200,000/200 units	2.4 persons/household	480 residents
<i>Total Residential</i>	—	—	<i>480 residents</i>
Employees			
Retail ^b	1,702,000	450 gsf/employee	3,780 employees
Office	6,684,400	270 gsf/employee	24,750 employees
Hotel	578,000/700 rooms	840 gsf/employee	690 employees
Residential	200,000/200 units	1 employee/32 units	10 employees
<i>Total Project Employees</i>	—	—	<i>29,230 employees</i>
Existing On-site Employees ^c	—	—	35 employees
Existing Off-site Employees ^d	127,500	270 gsf/employee	475 employees
<i>Total Net New Employees</i>	—	—	<i>28,720 employees</i>

Source: Fehr & Peers 2015.

Notes:

a. Rounded to the nearest tenth.

b. Retail includes food/beverage and entertainment employees.

c. Existing on-site employees include the Santa Clara Golf & Tennis Club, BMX track, and fire station.

d. Existing off-site employees include the three office buildings at 2101, 2111, and 2121 Tasman Drive.

gsf = gross square feet

In addition to employees, Scheme B would include up to 200 residential units at Parcel 5 (but none at Parcel 4). Since the housing proposed includes multi-family residential units, it is expected that the household generation rate would be lower than the City's average of 2.63 persons per household. Based on 2010 Census data for residential housing in Santa Clara, it is assumed that households within the Project site would have an average of approximately 2.4 persons per household. This would equate to approximately 480 new residents at the Project site.

Landfill and Hazardous Materials

As discussed above, the majority of the Project site is located on the former Landfill. During operation, the Landfill accepted waste materials such as municipal waste, construction debris, and non-hazardous industrial and commercial wastes. Relatively smaller quantities of hazardous materials, including solvents, organic compounds, heavy metals, acids, and bases were also reportedly deposited into the Landfill. The Landfill closed in 1994 and is filled with approximately 5.5 million tons of waste.

During construction of the Project on Parcels 1, 2, 3, and 4, infrastructure improvements related to the Landfill protection systems would be implemented pursuant to plans approved by the appropriate

³¹ Fehr & Peers. 2015. "City Place Santa Clara—Trip Generation Memorandum." March 4, 2015.

regulatory agencies. The development of the parcels would affect the current configuration of portions of the Landfill monitoring, collection, and removal systems. Infrastructure improvements related to the Landfill protection systems would be implemented pursuant to plans approved by the appropriate regulatory agencies. The development of the parcels would include phased reconfiguration of portions of the Landfill operations monitoring, collection, and removal systems, including: groundwater monitoring wells and groundwater piezometers;³² and the Landfill gas collection and removal system, including the Landfill gas monitoring probes; and the leachate collection and removal system. The phased reconfiguration of these Landfill systems would be conducted in a manner that ensures continued protection in compliance with applicable regulations during and after the Project implementation. New permanent, enclosed structures would be constructed with methane gas monitoring systems.

Building Foundations

A podium slab would be constructed over the existing Landfill cap in the City Center Zone (Parcel 4).³³ To reduce the potential for settlement of proposed buildings and other surface improvements, subject to regulatory approval, it is anticipated that the proposed structures would be supported on isolated and continuous spread footings bearing on improved soil using soil-cement mixing or on deep foundations consisting of drilled auger cast in place (ACIP) piles, both of which are described further below. These foundation options would be designed to preserve the integrity of the Landfill components by minimizing the potential for disturbance and ensuring the integrity of structures built as part of the Project.

Ground-level floor slabs would most likely be designed to span over areas of non-support between piles or footings. Hinge slabs at building entrances would need to be incorporated into the design. Utilities entering into buildings would most likely be designed to accommodate future settlement through the use of settlement vaults.

Spread Footings on Improved Soil

In areas with relatively thin refuse (40 feet thick or less), and where relatively lightweight structures are planned, the proposed buildings and surface improvements can be supported on shallow foundations bearing on improved soil. The purposes for the soil improvement are to strengthen the ground locally and to transfer building loads to stronger native soil below the landfill refuse. This approach would allow for the use of shallow spread footings at building column locations rather than deep pile foundations.

The soil improvement technique proposed for the Project is known as *drilled displacement columns* (DDCs). DDCs are constructed using a displacement auger(s) to drill a shaft that is cased to the desired depth. The soil, refuse, and leachate, if present, is displaced laterally (up to about 18 inches, depending on the auger diameter) and not vertically. Controlled low strength material (CLSM), grout, or concrete is then injected continuously under pressure as the auger is slowly withdrawn, replacing the soil or refuse displaced by the drilling operation. The CLSM, grout, or concrete is injected from the tip of the auger before the auger is raised to prevent any voids from forming. DDCs vary from 18 to 36 inches in diameter with the diameter determined by building loads and number of columns per bearing location. It is anticipated that DDCs would extend through the entire refuse thickness and approximately 5 to 10

³² A piezometer is a device used to measure liquid pressure in a system by measuring the height to which a column of liquid rises against gravity.

³³ Structural slabs are not presently anticipated at other locations, but may be considered at a later time depending on building uses, size, landfill conditions, geological conditions, and foundation types.

feet into the underlying alluvial deposits consisting predominately of clay and sandy clay layers. DDCs would have center-to-center spacing of two diameters.

Auger Cast in Place Piles

Non-displacement or displacement ACIP piles are an alternate foundation construction method that may be used to support the proposed buildings in areas where the refuse thickness is greater than 40 feet or the building loads are relatively large. ACIP piles are proprietary (typically design-build) and are installed by drilling to the required depth with a hollow-stem, continuous-flight auger. When the auger reaches the required depth, cement grout or concrete is injected through the bottom port of the hollow stem auger. The grout or concrete is injected continuously under pressure as the augers, still rotating in a forward direction, are slowly withdrawn, replacing the soil removed by the drilling operation. While the grout is still fluid, a steel reinforcing cage is inserted into the shaft. ACIP piles can range in diameter; however, 18- and 24-inch-diameter ACIP piles are typical. It is estimated that ACIP piles would need to extend at least 50 feet or more into the native soil below the refuse.

Displacement ACIP piles are similar in type and installation method to the non-displacement ACIP piles except that they have a reverse tread on the auger, which results in lateral displacement and densification of the surrounding soil. Drilling of displacement ACIP piles results in generation of fewer spoils than that of non-displacement ACIP piles, thus reducing the need for relocating or disposing of refuse cuttings.

Similar to the DDCs previously discussed, because the grout or concrete for the ACIP pile is injected under pressure, it is anticipated that the grout penetrates into the voids in the refuse and soil surrounding the pile. This allows the grout to seal the interface between the pile and the adjacent soil and refuse, reducing the potential for introducing leachate or groundwater into underlying aquifers both during and after construction. This process helps eliminate the potential for a preferential seepage path along the pile/soil contact. After the grout is injected, reinforcing steel can be lowered into the pile.

Utilities

The Project site is in proximity to a significant amount of existing infrastructure. City-owned and -operated systems include sanitary sewer, stormwater drainage, water (domestic and fire), recycled water, and landfill monitoring systems within and adjacent to the site. Utility providers and infrastructure owners include South Bay Water Recycling (SBWR), SVP, PG&E, Comcast, AT&T, UPRR, and VTA. UPRR and VTA transportation corridors run along Lafayette Street and Tasman Drive, respectively and, as discussed throughout this document, would provide transit services to the Project site.

The utility infrastructure for the Project would be designed in accordance with applicable codes and current engineering practices in effect at the time of development. The Project would include the construction and reconstruction of substantial infrastructure to support the development. These activities would be conducted in accordance with an Infrastructure Master Plan, prepared by the Project Developer and approved by the City as part of the Project entitlement. Unless otherwise noted, all publicly owned infrastructure would be constructed within the public right-of-way or dedicated easements to provide for access and maintenance of infrastructure facilities. The eventual Project layout within the Project site would ultimately determine which infrastructure components would be publicly or privately owned, operated, and maintained. Given the fact that the development would be over a landfill and regulations govern the placement of public water mains in landfills, measures to separate

and protect the water mains must be approved by the appropriate regulatory agencies in advance of installation. The eventual Project layout, along with negotiations with the City, would determine which streets become public and private.

Settlement vaults fitted with a variety of flexible connections (type based on utility) would be located adjacent to the perimeter of structurally supported components of the Project at connection points for domestic water, fire suppression system water, sanitary sewer, storm drain roof leaders, electric, and telecommunications. Gas meter flexible connections would be mounted above ground.

Utility corridors would be carefully planned to provide the needed services from the existing infrastructure. These corridors may need a subgrade improvement program to reduce total and differential settlements or be structurally supported. Utility trenching that penetrates the Landfill cap would require excavating and disposing of all the material encountered below the cap. The exposed trench would be lined with a polyethylene liner to reestablish the cap and the trench would be backfilled with clean fill. This would allow for the future maintenance of the utility without encountering landfill material or impacting the cap.

Water.³⁴ The existing water system at the Project site includes water mains, hydrants, and other facilities and equipment. The potable water sources for the system that are available to the City include groundwater wells and imported water supplies which are delivered by two wholesale water agencies, the Santa Clara Valley Water District (SCVWD) and the San Francisco Public Utilities Commission (SFPUC) Hetch Hetchy system. The potable water supply is augmented with recycled water from SBWR. Water purchased from SFPUC is used in conjunction with groundwater wells at other locations throughout the City to supply water to the Project site.

Each development parcel would include a combined domestic and fire water system looped network with multiple points of connection to the existing system. Connections to the public system, provided by the City of Santa Clara Water Utility, would be at existing lines along Great America Parkway, Stars and Stripes Drive, Tasman Drive, and Lafayette Street. Each connection to the existing public water system would require a master meter and backflow preventer to keep water from flowing from the Project back into the public system.

Current State Water Resources Control Board Division of Drinking Water (DDW) regulations would restrict the construction of public water mains over landfills, unless the Board grants the City a waiver. Specific water utility materials, methods of construction, locations of appurtenances (such as valves), meters, and backflow devices must be addressed and approved by the DDW and then the City.

Implementation of the water system, as currently designed, would most likely require some off-site improvements to the existing utility systems.³⁵ The connection point northeast of Parcel 3 is a stubbed asbestos cement (ACM) water main that was installed in 1970 and later abandoned. It may not be in an acceptable condition to serve the Project. Also, a considerable amount of fill may need to be added to Stars and Stripes Drive, which would require the existing utilities in Stars and Stripes Drive to be raised. The City also noted that approximately 2,000 feet of domestic water mains may need to be upsized, including the 8-inch ACM in Great America Parkway, the 8-inch ACM in Lafayette Street, and parts of the

³⁴ Langan Treadwell Rollo. 2015. *Preliminary Infrastructure Master Plan for City Place Santa Clara*. Prepared for Related Santa Clara, LLC. June 30.

³⁵ Langan Treadwell Rollo. 2015. *Preliminary Infrastructure Master Plan for City Place Santa Clara*. Prepared for Related Santa Clara, LLC. June 30.

loop in Calle De Luna and Calle Del Mundo. An extension of the existing water main in Tasman Drive may also be necessary.

There is a network of recycled water mains along the north, east, and west sides of Parcel 1; the east and south sides of Parcel 2; and between Parcel 3 and Parcel 4.^{36,37} Recycled water is supplied to the Project site from the SBWR program. This water is conveyed from the plant to the northeast corner of Parcel 1 by a 16-inch plastic pipe. The proposed recycled water distribution system for the Project site would be designed so that each parcel would have its own internal system. The recycled water system for each parcel would have two points of connection to maintain recycled water service. For both Parcel 1 and Parcel 2, the recycled water distribution would include one point of connection to the existing recycled water main in Lafayette Street and one point of connection to the recycled water main along the eastern edge of Parcel 1 and Parcel 2. For Parcel 3 and Parcel 4, the recycled water distribution system would include two points of connection to the existing recycled water main located in the easement between Parcel 3 and Parcel 4. Parcel 5 would connect to the new infrastructure in Parcel 4. Recycled water may be considered for use in irrigation, water features, mechanical cooling systems, and toilet flushing. Each connection would require a separate meter as well as City and State approval from an independent recycled water permitting process.

Wastewater.³⁸ The Project site is located at the downstream end of the City's piped collection system. From Great America Parkway on the west side of the Project site, two main sewers are located between Parcel 3 and Parcel 4. The northernmost gravity trunk sewer is a 33-inch reinforced concrete pipe (RCP), and the southernmost is a 42-inch RCP. Within Lafayette Street, there is a 36-inch gravity trunk sewer. These three sewers join within Lafayette Street to form two 42-inch RCPs and continue north between Parcels 1 and 3. At the northern edge of Parcel 1, these sewers turn to the northeast, following the Parcel 1 boundary to the existing diversion structure, which diverts the flow to both the existing Rabello Pump Station and the Northside Pump Station. A 12-inch sewer in Stars and Stripes Drive connects to the 36-inch sewer in Lafayette Street. The Rabello Pump Station works in parallel with the Northside Pump Station, located just northeast of SR 237, to convey the sewage to the San José/Santa Clara Regional Wastewater Treatment Facility (WWTF). The current sanitary sewer system is operated by the City of Santa Clara Sewer Utility.

The proposed sanitary sewer system for the Project would connect to the existing City gravity trunk sewers between Parcels 3 and 4, both in Lafayette Street and in Stars and Stripes Drive. The preliminary design includes multiple gravity sanitary sewer systems with laterals, mains, manholes, and cleanouts, all of which have been designed to City standards. Parcel 1 and Parcel 2 would connect to the westernmost existing 42-inch sewer in Lafayette Street. Parcel 3 and Parcel 4 would connect to the existing 42-inch sewer located between Parcels 3 and 4. Parcel 5 would connect to the Stars and Stripes Drive system. The Stars and Stripes Drive system would need to be completely replaced to accommodate the proposed below finished grade parking structures. The systems are proposed as a looped system to provide redundancy, as required by the City.

³⁶ Langan Treadwell Rollo. 2015. *Preliminary Infrastructure Master Plan for City Place Santa Clara*. Prepared for Related Santa Clara, LLC. June 30.

³⁷ Langan Treadwell Rollo. 2015. *Water Technical Memorandum for City Place Santa Clara Development*. May 1.

³⁸ Langan Treadwell Rollo. 2015. *Preliminary Infrastructure Master Plan for City Place Santa Clara*. Prepared for Related Santa Clara, LLC. June 30.

Storm Drain.³⁹ The existing City-owned and -operated drainage system includes pump stations, retention basins, open drainage channels, underground conveyance piping, and appurtenant drainage structures.⁴⁰ The on-site drainage system is made up of an intricate corrugated poly-pipe network and inlet structures. This infrastructure discharges stormwater runoff to the east to the Guadalupe River and to the west to San Tomas Aquino Creek. The storm drainage system for the Project would include an underground gravity network of pipes, catch basin, manholes, water quality treatment measures and other appurtenances, as discussed in more detail in Section 3.10, *Hydrology and Water Quality*.

The Eastside Pump Station serves the Eastside Storm Retention Basin and is located next to the Guadalupe River just south of SR 237, on the Project site. The current pumping capacity of this pump station is 50,000 gpm (111.4 cubic feet per second [cfs]). The equipment was reportedly replaced in 2005. The City prepared a hydrologic investigation for the Eastside Pump Station report in 2000. This report concluded that the existing pumps had sufficient capacity to prevent the 100-year runoff from ponding in Lafayette Street. Future pump upgrades have been identified as a possibility but are not evaluated as part of this EIR. As part of the 2010 Eastside Retention Basin Drainage Swale Vegetation Clearing Project, a maintenance plan was proposed that included desilting the retention pond to reduce sediment build-up and maintain holding capacity within the basin. As of 2015, this project has yet to be implemented. However, the City's 2010 evaluation indicated that some equipment should be considered for replacement in 2023.

The Golf Course Pump Station is located approximately 250 feet east of San Tomas Aquino Creek and approximately 650 feet north of Tasman Drive, also on the Project site. The reported capacity of the existing Golf Course Pump Station is 11,100 gpm (24.7 cfs). The 2012 design report⁴¹ by the City indicated that the current pump station had the capacity to convey the 100-year peak flow, with minor ponding in Stars and Stripes Drive. The hydraulic model that was developed utilizes the Parcel 4 golf course driving range for detention per its original design. The report also identified a series of pump station improvements because the facility has surpassed its 25-year maintenance/replacement interval. However, the Golf Course Pump Station will most likely be abandoned and removed.

A portion of the existing off-site Eastside Drainage Channel, Eastside Retention Basin, and pump station system may need to be upsized to accommodate Parcel 3 but these upgrades are not evaluated as part of this EIR. However, these upgrades may not be required if enough of the stormwater on Parcel 3 is collected and re-used as part of stormwater management measures or routed to the existing drainage area between Parcel 3 and 4.

The Project would include new stormwater collection and conveyance on all parcels as part of the overall Stormwater Management Plan, which would include stormwater treatment measures to satisfy the National Pollutant Discharge Elimination System (NPDES) Municipal Regional Permit C.3 Provision. The following stormwater treatment measures would be considered and carefully selected as part of the final design process for the different sections of the proposed development: bioretention areas, flow-through planters, tree well and media filters, infiltration trenches, rainwater harvesting and reuse, green roofs, green streets, and pervious pavements. For final design, the underground storm drain conveyance

³⁹ Langan Treadwell Rollo. 2015. *Stormwater Technical Memorandum for City Place Santa Clara, CA*. Prepared for Related Santa Clara, LLC. June 30.

⁴⁰ Langan Treadwell Rollo. 2015. *Preliminary Infrastructure Master Plan for City Place Santa Clara*. Prepared for Related Santa Clara, LLC. June 30.

⁴¹ GHD. 2012. *Golf Course Pump Station – Pump Station Design Report*. Technical Memorandum No. 2. Submitted to Ron Eng, City of Santa Clara Engineering Department. November 7.

system would need to be capable of conveying 10-year peak runoff as well as 100-year peak flows near storm drain pump systems. Public streets would need to be designed so that flows from the 100-year event would remain within the roadway limits and would not extend into private property.⁴²

Electric System.⁴³ SVP provides electric utility power to all residences and commercial businesses in the City. The electric system, provided by SVP, includes both overhead and underground facilities. SVP's electric distribution maps indicate that an existing 12 kilovolt (kV) underground distribution line provides service to existing commercial buildings along Stars and Stripes Drive. Additionally, there is an existing 12kV overhead line running north-south under the PG&E transmission pole line on the east side of Lafayette Street. This pole line branches easterly to serve the residential development southeast of the Project site. Lastly, SVP underground electric 12kV feeder lines exist along Great America Parkway, adjacent to Parcel 4, and along the Guadalupe River adjacent to Parcel 2.

Since the City is surrounded by PG&E territory, there are locations within Santa Clara where PG&E-owned electric transmission systems exist, within appropriate right-of-ways. PG&E transmission systems traverse all five parcels at the Project site. PG&E maps indicate that two separate PG&E 115kV overhead transmission pole lines run north-south along the west side of Lafayette Street. Additionally, a PG&E overhead transmission pole line runs north-south along the east side of Lafayette Street. These pole lines are in dedicated rights-of-way, which typically forbid structures of any kind.

SVP has confirmed that to provide electrical service to the Project, new circuits would need to be installed and extended from the existing Northern Receiving Substation located south of Levi's Stadium. Specifically, it is expected that four new 600 amp (A), 12kV feeder lines would be needed to serve Parcels 4 and 5. Two more feeder lines would be required for Parcel 2, and one each for both Parcels 1 and 3, for a total of eight new feeders. The feeder lines would be installed as part of a multi-circuit conduit bank. Accordingly, it is expected that two new trench routes, each typically 36-inches wide by 60-inches deep, would need to be extended approximately 1,800 feet from the substation to the south end of the Project site. Further study is needed to determine the precise routing of the new feeder-lines throughout the development.

The Project Developer would be responsible for trenching and installing all new SVP conduits and substructures. SVP does not utilize sub-surface equipment. All switches and transformers would be pad-mounted and locations would need to be coordinated with SVP during the design stages. With build-out of the Project, where utilities pass from pile to on-grade support, connections capable of extension and vertical movement would be required due to differential movements caused by settlement of the surrounding ground. Some of the existing overhead SVP infrastructure along Lafayette Street may need to be removed and reconstructed to underground duct banks to accommodate access to Parcel 1 and 2.

Natural Gas and Energy.⁴⁴ PG&E would be the service provider for natural gas to the Project. PG&E's maps indicate that an existing 24-inch-diameter, high-pressure gas transmission line runs north-south along Lafayette Street. Specifically, the gas transmission line runs along the west side of Lafayette Street from the south, northward, until it reaches the midpoint of Parcel 4, then it crosses to the east side and traverses northward along the east side of Lafayette Street along the entire frontage of Parcels 1 and 2. Any

⁴² Langan Treadwell Rollo. 2015. *Stormwater Technical Memorandum for City Place Santa Clara, CA*. Prepared for Related Santa Clara, LLC. June 30.

⁴³ Langan Treadwell Rollo. 2015. *Preliminary Infrastructure Master Plan for City Place Santa Clara*. Prepared for Related Santa Clara, LLC. June 30.

⁴⁴ Langan Treadwell Rollo. 2015. *Preliminary Infrastructure Master Plan for City Place Santa Clara*. Prepared for Related Santa Clara, LLC. June 30.

street improvements to Lafayette Street (e.g., road widening, road overlay) would need to be reviewed by PG&E to ensure that the integrity to their gas facilities would be maintained. PG&E's gas distribution maps also indicate that 2-inch- and 1.25-inch-diameter distribution gas mains exist along Stars and Stripes Drive. Also, a 4-inch-diameter gas main runs north-south along the east side of Lafayette Street, and a second 4-inch diameter main runs along the east side of Great America Parkway adjacent to Parcel 4.

It is feasible that the 4-inch existing gas mains in the vicinity could be extended into the Project to provide gas service, assuming standard commercial gas loads are needed. It is not likely that the gas facilities along Stars and Stripes Drive could be utilized. Extending the gas service from the 4-inch gas main from Lafayette Street into Parcels 4 and 5 would require crossing the UPRR right-of-way. This crossing, if necessary, would require railroad permits. If the total expected gas loads of the Project are sufficiently large, PG&E may require the installation of a new gas regulator station to serve the Project. The proximity of the high-pressure transmission line would provide the capacity to provide service to a gas regulator station, if one is required. A new gas regulator station would take approximately 3 years for PG&E to plan, design, and build. It is assumed that the gas regulator station would be sited on the Project site, within the area of anticipated ground disturbance. PG&E gas mains would typically be extended in a joint trench with SVP electric facilities. The Project Developer is responsible for all trenching and has the option to install gas facilities and to be credited by PG&E for the estimated cost of the installation.

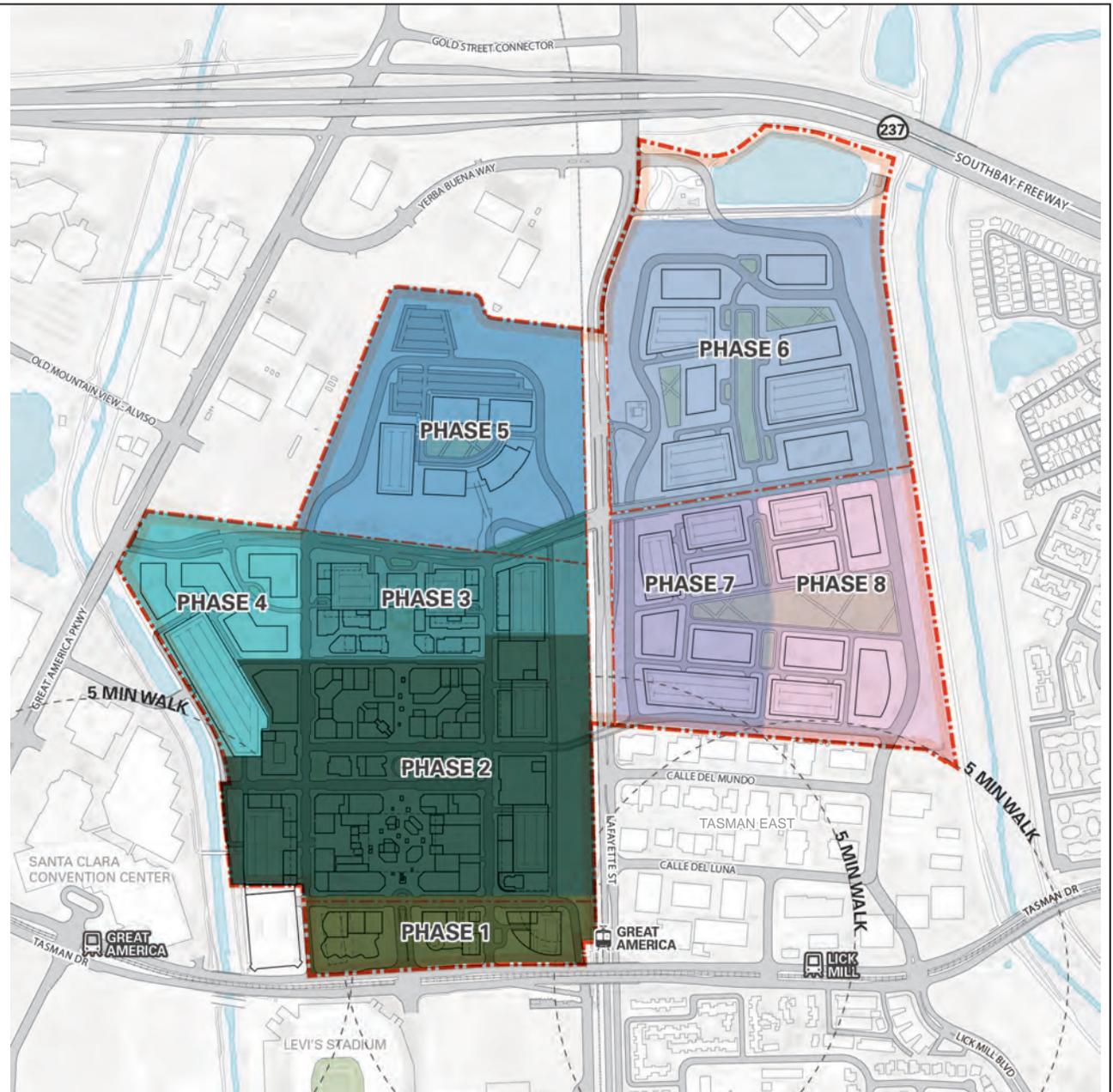
The Ameresco Methane Plant located at Parcel 1 generates up to 750 kW of electricity per hour. SVP currently purchases this renewable energy resource from Ameresco for its customers.⁴⁵ However, the landfill gas source for the LGTE plant will be declining over time because of degradation of the solid waste in the former landfill. This will occur with or without the Project; therefore, the Project would not affect this energy source.

Project Phasing and Construction

Project Phasing

As each of the Project phases are built, the on-site infrastructure necessary (e.g., road network, and wet and dry utility installations) to support the development of the phase would be constructed in the portion of the site where that phase is being developed. In some cases, it would be necessary to construct infrastructure in portions of the site where future phases would be developed to connect to existing infrastructure and provide a path that would serve the phase that is under development. The projected phasing is outlined in Table 2-11 and Figure 2-11. Phasing would be the same under both schemes. The projected phasing is consistent with, and envisions construction of Project components earlier than, the construction deadlines in the real estate agreements being negotiated between the Project Developer and the City.

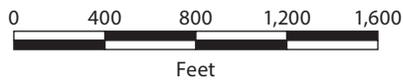
⁴⁵ Staub, David, and Michael T. Bakas. 2011. *WasteAdvantage Magazine*. "Santa Clara Converts Low Concentration Landfill Gas to Clean Energy." Landfill Gas Management Case Study. September. Available: <http://www.ameresco.com/sites/default/files/lfg_management_case_study.pdf>. Accessed: September 8, 2014.



LEGEND

- Phases**
- Phase 1
 - Phase 2
 - Phase 3
 - Phase 4
 - Phase 5
 - Phase 6
 - Phase 7
 - Phase 8

- Boundaries**
- Site
 - Parcel



Source: RTKL, 2015.

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Figure 2-11
Project Phasing
City Place Santa Clara

Table 2-11. Proposed Phasing—Schemes A and B

Phase ^a	Development Parcel	Acres	Development (gsf)	Construction Start	Opening	Construction Workers/Day ^b
1	Parcel 5	8.0	825,000	2016	2019	600
2	Parcel 4	52.2	2,411,470	2017	2020	900
3	Parcel 4	18.5	752,030	2018	2021	500
4	Parcel 4	15.9	1,095,900	2020	2023	600
5	Parcel 3	34.9	720,000	2022	2025	500
6	Parcel 1	36.8	1,200,000	2024	2027	600
7	Parcel 2 ^c	26.0	1,080,000	2026	2029	400
8	Parcel 2 ^c	35.0	1,080,000	2028	2031	400
<i>Total</i>		<i>227.3^d</i>	<i>9,164,400</i>	<i>15 years</i>		<i>--</i>

Source: Related 2015.

Notes:

a. The phasing identified in this schedule is hypothetical. Phases 1, 2, and 3 would comprise the City Center and would be the initial phases of construction. The actual sequence of construction would occur in response to market demands; therefore, development may not occur in the order set forth in this schedule.

b. Construction workers per day are the estimated average number of workers per day. The actual number would vary over the course of the construction period, depending on the specific construction activities occurring at any one point in time.

c. The variant to the schemes, which would include retail only (519,000 gsf) on Parcel 2, would construct Parcel 2 in one phase. Therefore, under the variant, the Project would be constructed in seven phases, and the entire Project site would be open by 2029, for a total construction period of 13 years.

d. Does not include the 12.8-acre Retention Basin.

gsf = gross square feet

Prior to the start of construction of each phase, existing uses at the Project site would cease operation. The surface parking lot at Parcel 5 would close in 2016. In the interim, before parking is constructed at Parcel 5, Levi's Stadium parking would be provided on game days at the existing golf course lot. However, uses at Parcel 4 would be discontinued by 2017, including all of the Santa Clara Golf & Tennis Club (Parcels 2, 3, and 4). Therefore, stadium parking would be provided at Parcels 1 and 2. The BMX track would cease operation prior to construction on Parcel 1. The Ameresco Methane Plant, the Eastside Retention Basin, and the City vehicle washing station would continue to operate during construction and implementation of the Project.

Construction of the Project would include horizontal development (i.e., infrastructure throughout the Project site) and vertical development (i.e., the buildings and structures). Horizontal development would typically precede vertical development, though the potential exists for some short-term overlap within a given phase. Horizontal development would occur beyond the limits of a particular phase only to the extent necessary to serve the intended development in that phase. For example, grading during Phase 1 may need to extend beyond the Phase 1 areas of Parcel 4 to allow for the horizontal, and then vertical, construction in the Phase 2 area of Parcel 4. Similarly, utility lines may need to extend through the Phase 3 area of Parcel 4 to allow for connection to existing utilities necessary to serve the Phase 2 development. Horizontal development may overlap vertical development if work on a subsequent phase commences in advance of completion of construction at a prior phase.

Construction Equipment, Staging, and Employees

Typical equipment that would be used during construction would include, but not be limited to, scrapers, dozers, graders, pavers, transporters, compactors, compressors, dump trucks, mix trucks, wheel loaders, backhoes, drill rigs, cranes, hoists, and boom pumps. The number of truck deliveries would range from 7 to 26 trips per day, depending on the phase. Construction staging could occur on-site at the parcels that are not yet developed, depending on the phase.

The number of construction workers per day would vary depending on the phase. Phase 2 (Parcel 4) would have the largest amount, with approximately 900 workers per day. Phase 1 (Parcel 5), Phase 4 (Parcel 4), and Phase 6 (Parcel 1) would require approximately 600 workers per day. Phase 3 (Parcel 4) and Phase 5 (Parcel 3) would require approximately 500 workers per day. Phases 7 and 8 (Parcel 2) would require approximately 400 workers per day. To reduce traffic impacts, carpools would be encouraged in the Instructions to Bidders⁴⁶ and may include contractor incentives to encourage carpooling to the site. In addition, VTA would be another option for the construction workers to commute from their homes in other communities that lie between San José and Mountain View. To the extent possible, construction worker parking would occur on parcels and phases not under construction. There may also be opportunities to park in parking structures if completed in advance of the site being opened for public use.

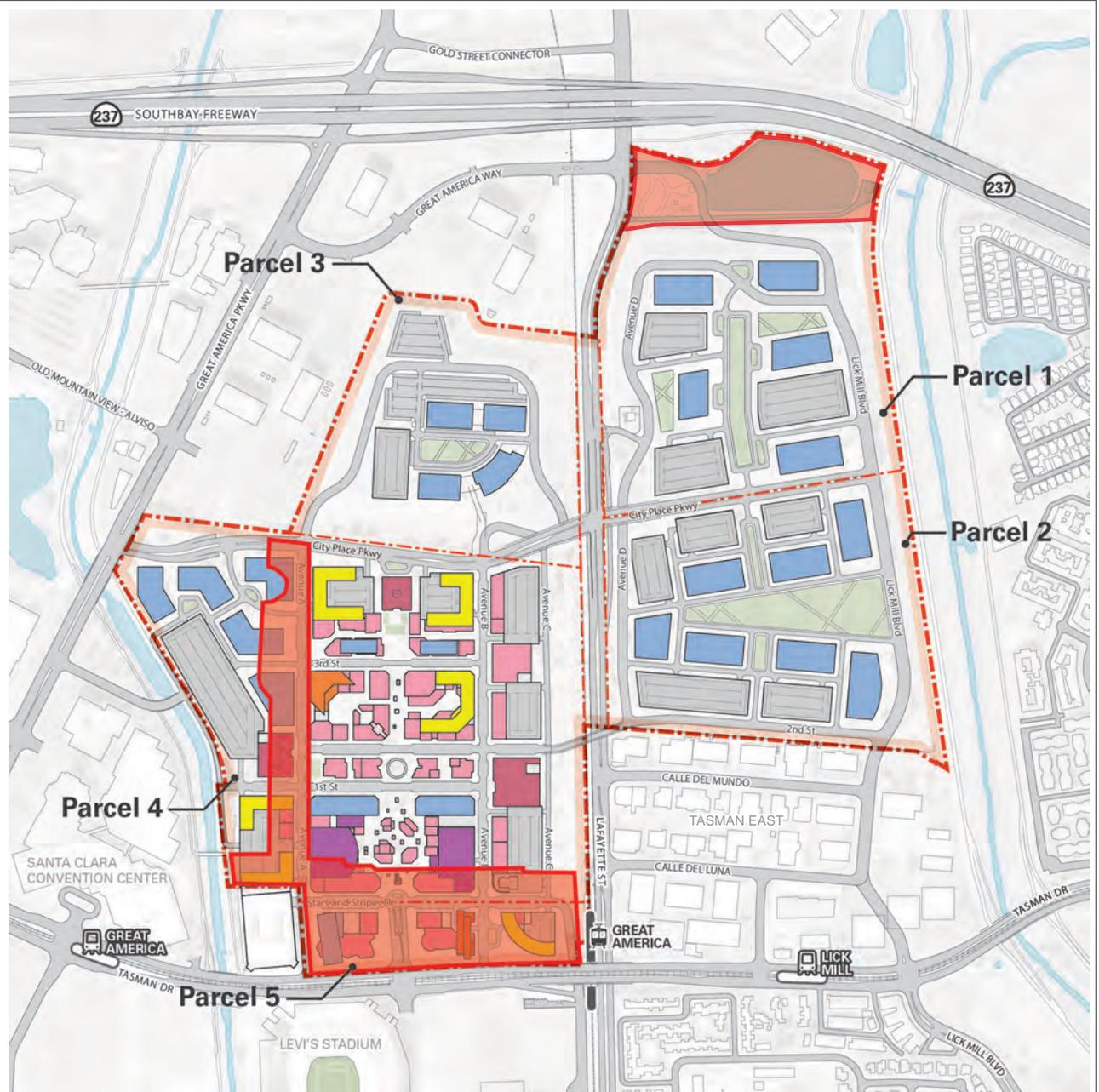
Grading and Below-Grade Construction

Parcels 1, 2, 3, and 4 are located on the former Landfill, while Parcel 5 is not within a landfill area. As discussed above, the existing topography of Parcels 1 through 4 indicates that soil embankments were constructed around the waste units and that refuse continued to be placed in the area after that, which created large mounds above the current street elevation. Therefore, the existing topography varies significantly, ranging from approximately 10 to 82 feet on Parcels 1 through 4 and 12 to 40 feet on Parcel 5. In order to accommodate the planned development, the site would require significant grading to provide for access to the proposed facilities on each of the four development parcels. It is currently anticipated that between 0.52 (Phase 5) and 2 acres (Phase 1) would be graded per day.

Due to the underlying refuse, the site grading at Parcels 1, 2, 3, and 4 is expected to be complex. One important objective is to minimize disturbance of the underlying refuse. However, because of the irregular topography of the refuse, it may be necessary to cut into the refuse at some locations—or it may be encountered by accident. Additionally, because the refuse has very low compressive strength, adding fill to the site would surcharge the weak refuse and potentially result in additional settlement. These constraints combined with respecting the continuity and integrity of the Landfill cap (clay soil layer) result in strict grading criteria and the development of detailed protocols that will focus on minimizing the disturbance required to grade the site. As the site grading plan is developed and the site improvements plans are prepared, interaction with the City and the Santa Clara County Department of Environmental Health, which serves as Local Enforcement Agency (LEA) under the state landfill regulations, will be required.

The Project site includes areas (approximately 13.3 acres) within Parcel 4 that are not underlain by landfill, as shown in Figure 2-12. In these areas, the Project could include below finished grade features for structured parking, areas for service access to buildings, and other below finished grade functions.

⁴⁶ Instructions to Bidders is a document issued to subcontractors by a contracting party, such as an owner or a general contractor, during bidding that sets forth specific instructions to prospective bidders on procedures, expectations, disclaimers, and other information necessary for the preparation of a bid proposal.



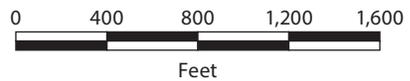
LEGEND

 Area Not Underlain by Landfill

Boundaries

 Site

 Parcel



Source: RTKL, 2015.

Graphics ... 003333.14 (8-21-2015).tm



Figure 2-12
Non-Refuse Area at Parcels 4 and 5
 City Place Santa Clara

The depth of the proposed excavation in this area would not extend below 20 feet. In addition, construction activities on all four parcels could include existing golf course land sculpting (currently above the Landfill cap) to be graded level above the Landfill cap. At Parcel 4, this would create a datum above which all proposed development would extend vertically on a podium. The podium would be comprised of a double slab, which would allow building services to be constructed and managed between the slabs without compromising the integrity of the Landfill cap below. The datum elevation would vary among the different parcels and phases.

Because Parcel 5 is not on the Landfill, the depth of excavation at this parcel would be approximately 15 feet, including underground parking.

Construction Spoils, Debris, and Materials

The Project includes a construction and demolition (C&D) plan that calls for more than 90 percent of demolition materials to be recycled at the Zanker Material Processing facility in San José. All phases of construction, except for Phase 2, would include the clearing of existing paving, concrete, and other materials. Organic materials cleared during construction would be reused for fill in what would be future landscaped areas. Existing paving and concrete would be sent to Zanker Material Processing. It is expected that 100 percent of the demolition materials would be recycled or reused during all phases except for Phase 2. Phase 2 of construction (Parcel 4) would include the demolition of existing buildings, concrete retaining walls, paving, concrete, and other materials. Only approximately 40 percent of demolition material from the existing buildings at Parcel 4 would be recycled, with the rest of the building demolition debris sent to Zanker. In total, the Project is expected to result in approximately 81,267 cubic yards (cy) of organic materials and 41,274 cy of demolition materials.

The material haul routes would occur on City-approved streets only and SR 237. For the Zanker Material Processing location, approximately 1.3 miles northeast of the Project site, it is likely trucks will leave the Project site via East Tasman Drive, making a left turn onto Vista Montana (a new street), and left again onto North 1st Street in San José. North 1st Street would be followed to a right turn onto Nortech Parkway, continuing to Disk Drive and Grand Avenue, which would be followed to 675 Los Esteros Road. After passing under the SR 237 overpass, the area is primarily scattered business parks until the Grand Avenue intersection, which is on the outskirts of Alviso.

It is anticipated that soil would be balanced within the confines of the Project site and import and export of soil would not be necessary. Balancing the cut and fill would necessitate the movement of soils cut from one or more parcels for use as fill at one or more other parcels. Soils on Parcel 5 would be exported to other parcels, including approximately 188,650 cy to Parcel 4 and approximately 28,860 cy of soil to Parcel 2. Soils on Parcel 3 (approximately 287,570 cy) would also be exported to Parcel 4, for a total of approximately 476,220 cy of soil imported to Parcel 4. In addition, soils on Parcel 1 (approximately 46,750 cy) would be exported to Parcel 2, for a total of approximately 75,620 cy of soil imported to Parcel 2. Although Project construction would include a total of approximately 551,840 cy of soil imported to Parcels 4 and 2 and a total of approximately 551,840 cy of soil exported from Parcels 1, 3, and 5, these soils would all be located at the Project site. No import or export would be needed to or from off-site locations. The majority of soil export would be moved with earth-moving equipment (scrappers). Only the export of soil from Parcel 2 to Parcel 5 would require 20 truck trips per day.

Access During Construction

During construction of Phase 1 (Parcel 5), Centennial Boulevard and a portion of Stars & Stripes Drive would be restricted to vehicles. However, access to this area would still need to be provided for the following: (1) private commuter shuttles accessing the Great America Station (ACE), (2) #822, #828, and #831 VTA shuttle bus stop, (3) Great America Station (ACE) parking, (4) Fire Station 10, (5) the Tasman Drive parking structure, and (6) the SVP receiving station. To allow access for these uses, a temporary access road would be constructed from Great America Parkway to the north of San Tomas Aquino Creek through Parcel 4. The temporary road would continue to the north of the existing tennis courts and on-site buildings at Parcel 4, connecting to Stars & Stripes Drive to the east of the Golf Course maintenance facility. The Tasman Drive parking structure would be accessible from this access road through the existing tennis courts and from Tasman Drive. In addition, the Tasman Drive slip-ramp would be constructed as another access point to Stars & Stripes Drive.

General Plan Amendment

A new General Plan land use designation would be created to allow for the redevelopment of the Project site. The current General Plan land use designation for the Project site is Parks/Open Space and Regional Commercial. In order to accommodate high-intensity urban-oriented development, a new General Plan land use classification is proposed within the category of Mixed-Use Designations. In addition, an amendment to the Climate Action Plan element of the General Plan is proposed to reflect the new land use designation.

The recommended classification of Urban Center/Entertainment District shall be incorporated into the General Plan as follows.

Urban Center/Entertainment District. This classification is intended for local and regional scale destinations that feature a mixture of some or all of the following pedestrian-oriented commercial retail and services, urban residential, hotel, and employment generating uses within a defined planning area. It accommodates an intensity of development intended to create a lively place of focus for community and commerce. Master planned projects are encouraged, which may proceed through multiple phases and may entail several individual parcels or development areas. The intensity of development within individual parcels or sub-areas may vary, thereby allowing a more dense urban form in key locations (for example, concentrated employment, retail services, and/or housing served by nearby transit facilities). The planning area may be designated as one of the following:

- Low Intensity Urban Center that allows an overall project that shall not exceed a gross FAR of 1.0 for all combined office, commercial, retail and hotel uses; or
- High Intensity Urban Center that allows an overall project that shall not exceed a gross FAR of 2.0 for all combined office, commercial, retail and hotel uses.

Accordingly, this classification accommodates a wide variety and mix of commercial activities serving residents, businesses, and visitors from the local community and surrounding region. Some combination of the following uses are allowed in vertical or horizontal mixed-use arrangements: (1) retail sales and services; (2) restaurants and other food and beverage uses; (3) entertainment venues such as cinemas, performance venues, other interactive experiences, and active open space and plaza amenities; (4) hotels; (5) corporate and general office; (6) commercial services; and (7) and compatible uses of a

similar commercial character. Auto-oriented uses, such as drive-through restaurants and auto service facilities, are not appropriate uses.

Medium- to very high-density residential use (ranging from 37 to 90 dwelling units per acre) is also suitable to this classification; while not subject to FAR limitations, the buildings could be restricted by FAA or other applicable height restrictions/regulations. The integration of urban scale housing is intended to contribute to a balanced community, reduce reliance on the automobile, and promote the desired pedestrian-oriented character. Horizontal and vertical mixing of compatible uses is permissible, bringing residents and workers in close proximity to basic services and desirable conveniences. Mixed-use developments that afford active lower floor(s) retail or commercial space along street frontages with residential units arranged on upper floors are especially fitting as part of an urban core.

Development should support alternative modes of travel, incorporating accommodations for transit users, bicyclists, and pedestrians, as well as utilizing and incentivizing transportation demand management. Parking should be provided in a manner that does not disrupt the desired pedestrian-orientation, and instead is arranged and scaled to help activate street spaces. Shared parking among compatible uses is encouraged. Both structured and surface parking are permissible, as appropriate to location and uses.

Open spaces and landscape features that enhance the public realm and meet the active and passive recreational needs of multiple users shall be incorporated throughout a project. In particular, open spaces should encompass some or all of the following: at-grade plazas, greens, and similar shared outdoor spaces suitable for formal and informal gatherings, as well as pedestrian-friendly streetscapes that feature wide sidewalks, canopy trees, street furniture, and other amenities. Upper/podium level courtyards and terraces, as well as public and private rooftop gardens, are also encouraged.

Project Approvals

City Approvals

The following discretionary approvals by the City would be required prior to development at the Project site and would be informed by the EIR.

- **General Plan Amendment.** A new General Plan land use designation would be created to allow for the redevelopment of the Project site.
- **Rezoning from B zoning districts to a new zoning district.** The City Code currently applies the Public or Quasi-Public (B) zoning district to the Project site, with the exception of a small portion of Parcel 5, which is zoned Commercial Park (CP). The Project would involve a rezoning of the entire Project site to Planned Development Master Community Zoning District (PD-MC). The PD-MC district is intended to create regulations for large-scale integrated development that is compatible with the existing community.
- **Master Community Plan.** An application for the rezoning to a PD-MC zoning district shall include a Master Community Plan that, if approved by City Council, would become a part of the Zoning Map of the City. A Master Community Plan must conform to the City's General Plan and include the following information, per Section 18.56.070 of the City's Municipal Code: a general description of the proposed development; definitions of the land use designations; a table describing the minimum and maximum development by use; a description of the proposed uses; and design guidelines and development standards for site planning, architectural character, landscaping,

signage, and lighting. The proposed Master Community Plan is currently being developed by the Project Developer but is expected to be consistent with the uses described in this EIR.

- **Tentative Subdivision Map and/or Vesting Tentative Subdivision Map.** A tentative subdivision map and/or vesting tentative subdivision map would be required and would be filed concurrently with the General Plan Amendment, rezoning, or subsequent to City Council actions.
- **Development Agreement and Disposition and Development Agreement.** A Development Agreement with the City would create vested rights in Project approvals during the lengthy construction period; address implementation of the proposed design and infrastructure improvements in the Project area; and specify benefits to the City. A Disposition and Development Agreement would govern the manner and timing for ground leases for the Project site to go into effect, and would set forth the City's requirements pertaining to development and operation of the Project.
- **Infrastructure Master Plan.** The Infrastructure Master Plan, a draft of which is currently being developed by the Project Developer, addresses the proposed roadway and utility infrastructure and governs the design and construction of infrastructure to support the development of the Project. The Infrastructure Master Plan will become part of the Master Community Plan.
- **Development Area Plans.** Following approval of the proposed PD-MC zoning district and the Master Community Plan, subsequent site development would require application for and approval of one or more Development Area Plans. These would typically be associated with each of the Project phases or other increments of development, as appropriate, and would conform to the Master Community Plan.
- **Ground Lease.** As described above, the City currently owns the entirety of the Project site. If the Project were approved, the Project Developer would ground lease the land from the City.

Approvals by Responsible Agencies

The aspects of the Project affecting the closed Landfill would require approvals from the below agencies:

- Bay Area Air Quality Management District (BAAQMD)
- San Francisco Bay Regional Water Quality Control Board (Water Board)
- Santa Clara County Department of Environmental Health (Local Enforcement Agency)
- Cal Recycle
- California Department of Public Health
- California Department of Fish and Wildlife

These approvals would include the following:

- Approval of the Post-Closure Land Use Plan, amended Closure Plan, and amended Post-Closure Maintenance Plan;
- Revisions to Corrective Action Plans; and
- Revised Waste Discharge Requirements.

Approvals by other agencies that may be needed for the Project to proceed are identified below, and those agencies are expected to review this Draft EIR in evaluating the Project.

- California Department of Transportation (Caltrans)—review of traffic circulation effects and consultation on potential traffic improvements affecting State highway facilities, ramps, and intersections.
- Airport Land Use Commission—review of buildings heights per the FAR Part 77 Surfaces outlined in the Norman Y. Mineta Mineta San José International Airport Land Use Plan.
- Water Board —approval of a NPDES permit for stormwater discharge.

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Chapter 3

Environmental Impact Analysis

Chapter 3 of the Draft Environmental Impact Report (Draft EIR) presents an analysis of the potential impacts that the City Place Santa Clara Project (Project) could have on existing environmental conditions. The environmental analysis has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended (Public Resources Code Section 21000, et seq.), and the State CEQA Guidelines.

Organization of This Chapter

Each CEQA topic or environmental issue in this chapter is given its own section, each containing the following subsections.

- **Regulatory Setting**—describes the federal, State, and local regulations regarding the impact topic that would be applicable to the construction and operation of the Project.
- **Environmental Setting**—describes existing baseline conditions, including the environmental context and background. The environmental baseline for purposes of the analysis is discussed in detail below.
- **Environmental Impacts**—identifies thresholds of significance and evaluates how the Project would affect the baseline conditions. If the change to the baseline conditions would exceed the significance thresholds, this would constitute a significant impact, and mitigation measures to reduce, eliminate, or avoid the significant impacts are suggested. This section also analyzes cumulative impacts, as described in detail below.
 - **Secondary Impacts for Mitigation Measures Related to Construction of a Soundwall and Transportation Improvements**—identifies impacts that could result from implementation of identified mitigation measures. The secondary analysis also identifies mitigation measures to reduce, eliminate, or avoid the significant secondary impacts that are suggested. The secondary impact analysis is presented in Section 3.3, *Transportation/Traffic*, and Section 3.6, *Noise*.

CEQA Methodology

State CEQA Guidelines Section 15151 provides guidance for the preparation of an adequate EIR.

- An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information that enables them to make a decision that intelligently takes account of environmental consequences.
- An evaluation of the environmental impacts of a project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible.
- Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts.

In practice, this guidance suggests that EIR preparers adopt a reasonable methodology upon which to estimate impacts and make reasonable assumptions using the best information reasonably available.

Classification of Impacts

In accordance with Section 15022(a) of the State CEQA Guidelines, the City of Santa Clara (City) uses the impact significance criteria designated by CEQA and the State CEQA Guidelines (Appendix G). These criteria, as well as City-adopted significance criteria for traffic impacts, are used to evaluate Project impacts throughout this document. These criteria are listed at the beginning of the Environmental Impacts section under Thresholds of Significance throughout this chapter.

For each significant impact identified, the Draft EIR provides feasible mitigation measures, when available, to reduce, eliminate, or avoid the adverse effect. If the identified feasible mitigation measures would reduce the impact to a less-than-significant level, then this is stated in the Draft EIR. However, if the mitigation measures would not diminish these effects to less-than-significant levels, then the Draft EIR classifies the impacts as *significant and unavoidable* (SU).

In Chapter 3, impacts are defined using an alphanumeric system that identifies the environmental topic of the impact. For example, NOI-1 denotes the presentation of the first impact in the Noise section. The abbreviated codes used to identify the environmental issues discussed in this chapter are listed below.

- LU—Land Use
- AES—Aesthetics
- TRA—Transportation
- AQ—Air Quality
- GHG—Greenhouse Gas Emissions
- NOI—Noise
- CUL—Cultural Resources
- GEO—Geology and Soils
- WQ—Hydrology and Water Quality
- HAZ—Hazardous Materials
- BIO—Biological Resources
- POP—Population and Housing
- PS—Public Services
- UT—Utilities and Service Systems

Mitigation Measures

Mitigation measures identified in this Draft EIR were developed during the analysis and are designed to reduce, minimize, or avoid potential environmental impacts associated with the Project. According to State CEQA Guidelines Section 15126.4(a)(1)(A):

The discussion of mitigation measures shall distinguish between measures that are proposed by the project proponents to be included in the project and other measures proposed by the lead, responsible, or trustee agency or other persons that are not included but the agency determines could reasonably be expected to reduce adverse impacts if required as conditions of approving the project. This discussion shall identify mitigation measures for each significant environmental effect identified in the EIR.

In this Draft EIR, mitigation measures are provided immediately following each identified significant impact. The mitigation measures are numbered to correspond to the impacts they address. For example, Mitigation Measure (MM) CUL-2.1 refers to the first mitigation measure for Impact CUL-2 in the Cultural Resources section.

If the Project is approved by the City Council, then a Mitigation Monitoring or Reporting Program (MMRP) must also be adopted. Pursuant to State CEQA Guidelines Section 15097, an MMRP is a mechanism used for the monitoring and reporting of revisions to the Project or conditions of approval

that the public agency has required as mitigation measures to lessen or avoid a significant environmental effect. The City can conduct the reporting or monitoring, or it can delegate the responsibilities to another public agency or private entity that accepts the delegation. The MMRP for the Project will identify the following: the specific monitoring actions that shall be taken, the party responsible for implementing the mitigation measures, the various City departments or other entities that shall oversee the completion of the mitigation, and a timeline for implementation of the measures. The responsible departments or other entities shall ensure implementation of the measures. Implementation of the mitigation measures consistent with the MMRP would reduce the severity or eliminate many significant impacts identified in this Draft EIR.

Impacts Requiring No Further Analysis

Section 15128 of the State CEQA Guidelines states, “An EIR shall contain a statement briefly indicating the reasons that various potential significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.” Implementation of the Project would not result in significant environmental impacts on agricultural and forestry resources or mineral resources. Therefore, these issues are not discussed further in Chapter 3 of this Draft EIR and are briefly summarized below.

Agricultural and Forestry Resources

There are approximately 27,751 acres of farmland¹ in Santa Clara County (County) as of 2010 (the most recent data available). However, the Project site is not on or adjacent to any farmland and is considered “Urban and Built-Up Land.”² Therefore, the Project would not convert or have the potential to convert existing farmland to a nonagricultural use. In addition, the Project site is not currently protected under the Williamson Act or zoned for agricultural uses.³ All properties that would be directly or indirectly affected by the Project are currently zoned for parks and recreation or high-intensity office, regional commercial, residential, or light industrial uses. Therefore, the Project would result in **no impact** on agricultural resources.

Construction of the Project could result in the removal of approximately 1,405 trees at the Project site, 234 trees at Tasman East, and up to 104 trees at the Santa Clara Convention Center.^{4,5} However, these trees are ornamental and/or landscaping trees and thus are not considered to be forestry resources per the definitions of Public Resources Code Section 12220(g), or timberland as defined by Public Resources Code Section 4526, or timberland zoned Timberland Production per Government Code Section 51104(g). Based on a review of maps and aerial photographs of the Project site, as well as site

¹ Includes Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance.

² State Department of Conservation, Farmland Mapping and Monitoring Program. 2010. “Santa Clara County Important Farmland 2010.” October. Available: <<ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/scl10.pdf>>. Accessed: December 1, 2014.

³ State Department of Conservation, Division of Land Resource Protection. 2012. “Santa Clara County Williamson Act FY 2013/2014.” Available: <ftp://ftp.consrv.ca.gov/pub/dlrp/wa/SantaClara_13_14_WA.pdf>. Accessed: December 1, 2014.

⁴ HortScience. 2015. “Tree Assessment Report, City Place Santa Clara.” March 11, 2015.

⁵ Live Oak Associates, Inc. 2014. “Tree Survey and Report for the HERO site in the City of Santa Clara, California.” September 11, 2014.

visits, the Project site is not on or in the immediate vicinity of forestlands. The surrounding area is characterized by high intensity office, regional commercial, light industrial, and residential uses, and therefore, implementation of the Project would have **no impact** on forest resources.

Mineral Resources

The Surface Mining and Reclamation Act of 1975 is the State legislation that protects mineral resource zones. Part of the purpose of the Act is to classify mineral resources in the State and to transmit the information to local governments which regulate land use in each region of the State. Local governments are responsible for designating lands that contain regionally significant mineral resources in local general plans to assure resource conservation in areas of intensive competing land uses. The law has resulted in the preparation of Mineral Land Classification Maps delineating Mineral Resource Zones (MRZ) 1 through 4 for aggregate resources (sand, gravel, and stone).

The General Plan EIR indicates that the City is located in an area zoned MRZ-1, which indicates that no significant mineral resource deposits are present and little likelihood exists for their presence.⁶ The Project site is not delineated as a locally important mineral resource by the California Geological Survey (CGS) or on any County or City land use plan. Minerals found in the County include construction aggregate deposits, such as sand, gravel, and crushed stone. Salt that has been evaporated from the southern portion of the San Francisco Bay is also prevalent in the County.⁷ However, the State Office of Mine Reclamation's list of mines (the Assembly Bill [AB] 3098 List) regulated under the Surface Mining and Reclamation Act does not include any mines within the City.⁸ Additionally, the majority of the Project site is located on top of a landfill. Construction and operational activities associated with the Project would have **no impact** on mineral resources.

Environmental Baseline

In determining whether impacts are significant, an EIR ordinarily compares the potential impacts of a project with pre-project environmental conditions. Sections 15125(a) and 15126.2(a) of the State CEQA Guidelines specify that the baseline normally consists of the physical conditions that exist at the time the Notice of Preparation (NOP) is published or the time the environmental analysis begins. The approach to the analysis of the Project is consistent with the State CEQA Guidelines. The two NOPs for the Project were published on July 10, 2014 (for approximately 8 acres on the southern end of the Project site), and on July 30, 2014 (for the approximately 232 remaining acres of the Project site).

The Project site is currently composed of seven City-owned parcels, totaling approximately 240 acres. Five of the parcels were formerly utilized as the Santa Clara All-Purpose Landfill, which was closed in 1994. The Project site currently includes the Santa Clara Golf & Tennis Club, a restaurant and banquet

⁶ City of Santa Clara. January 2011. City of Santa Clara Draft 2010-2035 General Plan: Integrated Final Environmental Impact Report. Available: <http://santaclaraca.gov/modules/showdocument.aspx?documentid=12900> Accessed: December 1, 2014.

⁷ Santa Clara County. 1994. Santa Clara County General Plan. Mineral Resources. Available: http://www.sccgov.org/sites/planning/PlansPrograms/GeneralPlan/Documents/GP_Book_B.pdf. Accessed: December 1, 2014.

⁸ State Office of Mine Reclamation. October 2014. AB 3098 List. Available: http://www.conservation.ca.gov/omr/SMARA%20Mines/ab_3098_list/Pages/Index.aspx. Accessed: December 1, 2014.

facility, Bicycle-Motocross (BMX) track, Ameresco Methane Plant, Santa Clara Fire Station 10, the Eastside Storm Retention Basin, vacant parcels for surface parking between Tasman Drive and Stars and Stripes Drive, and a City vehicle washing facility. Approximately 35 employees work at the Project site. The Project would involve the demolition of the existing buildings and onsite features at the Project site, grading and fill, and the construction of a new multi-phased, mixed-use development that would include up to 9.16 million gsf of office buildings, retail and entertainment facilities, residential units, hotel rooms, active/passive open space, new roads, associated parking, and new upgraded and expanded infrastructure. In addition, existing buildings in the Tasman East area at 2101, 2111, and 2121 Tasman Drive would be demolished as part of the Project to accommodate the proposed Lick Mill Boulevard extension. At the time of the NOP release, these office buildings were occupied and operational. It is estimated that approximately 475 workers are employed at these office buildings. The Project would also include a new roadway extension through the Convention Center property and over San Tomas Aquino Creek and an elevated structure through the Retention Basin area to connect Lick Mill Boulevard on Parcel 1 with Lafayette Street. In addition, the Project could result in a new access route to Parcel 4 from Great America Parkway that would pass through the southern portion of the Santa Clara Gateway office complex parking lot, which is owned and operated by the Irvine Company.

Approach to Cumulative Impacts

In addition to the evaluation of project-specific impacts, CEQA also requires an evaluation of cumulative impacts. In accordance with CEQA, the discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone. According to Section 15355 of the State CEQA Guidelines:

“Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- (a) The individual effects may be changes resulting from a single project or a number of separate projects.
- (b) 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.

Throughout this Draft EIR, cumulative impacts are denoted by a “C” (i.e., Impact C-NOI-1). An analysis of cumulative impacts follows the Project-specific impact evaluation and recommendation of mitigation measures in each section. An introductory statement defining the cumulative context that is being analyzed for respective topical sections (e.g., the City, the San Francisco Bay Area Air Basin) is included at the beginning of each cumulative impacts section. In some instances, a Project-related impact may be considered less than significant but would be considered potentially significant in combination with development of the surrounding area. Similarly, a Project-specific, potentially significant impact may not result in a cumulatively considerable impact.

The closely related past, present, and reasonably foreseeable probable future projects considered in this Draft EIR are listed in Table 3.0-1 and total cumulative development is presented in Table 3.0-2. Cumulative projects are depicted in Figure 3.0-1.

Table 3.0-1. Cumulative Projects

Map ID#	Project Name	Location	Existing			Proposed		
			Land Use	Size	Unit	Land Use	Size	Unit
City of Milpitas								
1	11 Ranch Drive	11 Ranch Drive	not available			Retail	284,287	gsf
						Hotel	240	rooms
2	115-245 North McCarthy Boulevard	115-245 North McCarthy Boulevard				Office	424,814	gsf
3	600 Barber Lane	600 Barber Lane				Residential	375	units
						Commercial	148,805	gsf
4	601 Murphy Ranch Road	601 Murphy Ranch Road				Residential	285	units
City of San José								
5	BEA Systems	2351, 2433, & 2481 North First Street & 0 Component Drive	Vacant	41	acre	Office/R&D	2,800,000	gsf
6	Homewood Suites Hotel	4305 North First Street	Vacant	4	acre	Hotel	145	rooms
7	South Bay	4305 North First Street	Vacant	29	acre	Office/R&D	614,809	gsf
8	Trammel Crow (Mfg)	25 Nortech Parkway	Vacant	36	acre	Industrial	563,760	gsf
9	Trammell Crow (R&D)	0, 25, 55, & 75 Nortech Parkway	Vacant	21	acre	Office/R&D	415,000	gsf
10	US Dataport	4190 Zanker Road	Vacant	140	acre	Industrial	2,200,000	gsf
City of Santa Clara								
11	2350 Mission College Boulevard Office Retail	2350 Mission College Boulevard	Industrial	235,523	SF	Office	300,000	gsf
						Retail	6,000	gsf
12	3Com/Cognac Great America	5402 Great America Parkway	Office	144,000	SF	Office/R&D	278,000	gsf
13	Applied Materials	3303 Scott Boulevard	Industrial	35,728	SF	Office	78,000	gsf
14	Intel SC-13	2250 Mission College Boulevard	Industrial	568,055	SF	Office	100,000	gsf
15	Jane Vaughn	3333 Scott Boulevard	not available			Office	581,000	gsf
16	Mission College Master Plan	Mission College Boulevard & Great America Parkway	Institutional	235,000	SF	Institutional	427,000	gsf

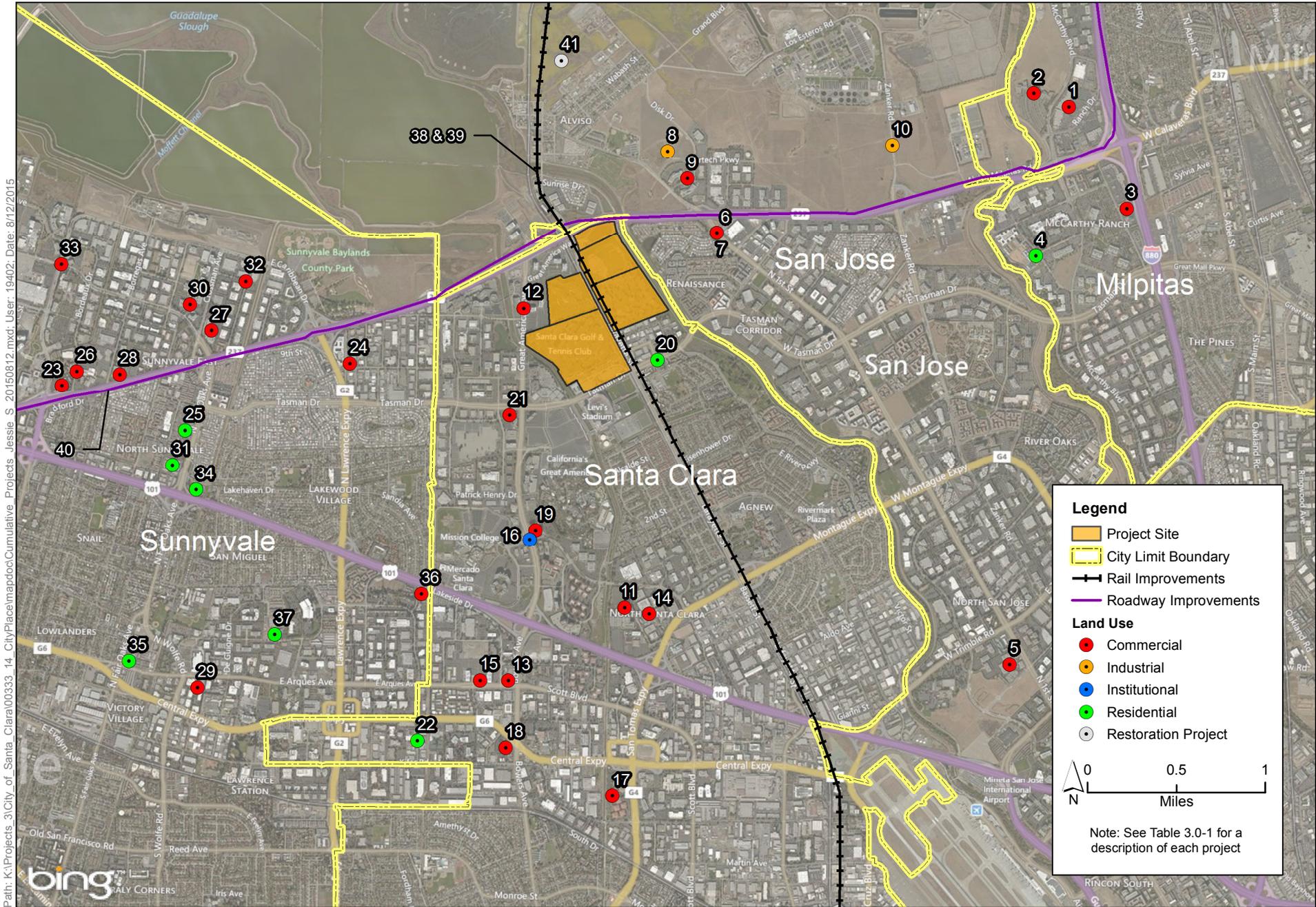
Map ID#	Project Name	Location	Existing			Proposed		
			Land Use	Size	Unit	Land Use	Size	Unit
17	NVIDIA	2600 & 2800 San Tomas Expressway & 2400 Condensa Street	Office/Industrial	690,550	SF	Office/High-tech Lab	1,200,000	gsf
18	Office Building	3000 Bowers Avenue	Office	100,042	SF	Office	330,000	gsf
19	Sobrato Office Development	4301, 4401, 4551 Great America Parkway	Office	418,000	SF	Office	1,018,000	gsf
20	Tasman East	Tasman Drive & Calle del Sol	Industrial	625,427	SF	MF Residential	4,100	units
21	Yahoo!	5010 Old Ironsides Drive	Office/Industrial	675,150	SF	Office/R&D	3,060,000	gsf
22	Lawrence Station Area	Kifer Road/Lawrence Expressway/Central Expressway	Office/Industrial	65.9	acres	Residential Retail	3,750 104,971	units gsf
City of Sunnyvale								
23	1100 North Mathilda Avenue	1100 North Mathilda Avenue	Hotel	173	rooms	Hotel	342	rooms
24	1101 Elko Drive	1101 Elko Drive		not available		Hotel	51	rooms
25	1101 N Fair Oaks Avenue	1101 N Fair Oaks Avenue	Industrial	40,680	SF	MF Residential	97	units
26	1152 Bordeaux Drive	1152 Bordeaux Drive	Commercial	598,144	SF	Office R&D	1,779,554	gsf
27	1240 Crossman Avenue	1240 Crossman Avenue	Commercial	309,906	SF	Office	525,057	gsf
28	215 Moffett Park Drive	215 Moffett Park Drive	Commercial	157,060	SF	Office R&D Restaurant	248,460 5,000	gsf gsf
29	280 Santa Ana Court	280 Santa Ana Court	Commercial	258,279	SF	Office	777,000	gsf
30	495 East Java Drive	495 East Java Drive		not available		Office	413,812	gsf
31	520-550 East Weddell Drive	520-550 East Weddell Drive	Industrial	183,000	SF	MF Residential	465	units
32	549 Baltic Way	549 Baltic Way	Commercial	285,000	SF	Office	483,000	gsf
33	589 West Java Drive	589 West Java Drive	Commercial	171,409	SF	Office	339,000	gsf

Map ID#	Project Name	Location	Existing			Proposed		
			Land Use	Size	Unit	Land Use	Size	Unit
34	610 East Weddell Drive	610 East Weddell Drive	Industrial	62,443	SF	MF Residential	205	units
35	617 East Arques Avenue	617 East Arques Avenue	Miscellaneous	49,684	SF	MF Residential	85	units
36	750 Lakeway Drive	750 Lakeway Drive	Hotel	232	rooms	Hotel	311	rooms
37	975 Stewart Drive	975 Stewart Drive	Industrial	20,410	SF	MF Residential	57	units
38	Capitol Corridor Oakland – San Jose Phase 2 Project	In Union Pacific Railroad (UPRR) right-of-way along Lafayette Street and at Great American train station.	There are 14 daily Capitol Corridor trains through the Project area.			Project would add a second track within existing right-of-way and provide a grade-separated pedestrian crossing near station. Project would increase daily Capitol Corridor service to 22 trains in the short run and 30 trains in the long run.		
39	ACEforward Project	In UPRR right-of-way along Lafayette Street and at Great American train station.	There are eight daily Altamont Corridor Express (ACE) trains through the Project area.			Project reliant on the second track to be added by Capitol Corridor. Project would increase daily ACE service to 12 trains in the short run and 20 trains in the long run.		
40	State Route (SR) 237 Express Lanes Project	Along SR 237.	There are existing carpool lanes on SR 237.			Project would convert carpool lanes into express lanes that can be used by both toll-payers and carpools.		
41	South San Francisco Bay Shoreline Study Phase 1 Project	Alviso Area North of SR 237.	Existing flood risk to Alviso community.			Project would include new levee to protect flood-prone areas in Alviso and at the water pollution control plant and new ecotone marsh to protect levee and support adjacent South Bay Salt Pond restoration effort.		

Sources: City of Milpitas 2015; City of San Jose 2015; City of Santa Clara 2015; City of Sunnyvale 2015; ACEforward 2013; Capitol Corridor Joint Powers Authority 2010; VTA no date.

Table 3.0-2: Total and Net Cumulative Development

	Commercial (gsf)	Hotel (rooms)	Industrial (gsf)	Institutional (gsf)	Residential (units)
Total	16,314,569	1,089	2,763,760	427,000	9,419
Net New	12,507,029	684	942,810	192,000	9,419



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Figure 3.0-1
Cumulative Projects within a Three-Mile Radius

3.1 Land Use and Planning

This section describes the existing and proposed land uses within and around the City Place Santa Clara Project (Project) site and evaluates the potential for impacts related to land use to occur as a result of development of the Project. This section also addresses the consistency of the Project with applicable land use goals and policies from the *City of Santa Clara 2010–2035 General Plan* (General Plan),¹ Santa Clara City Code, Title 18 Zoning Ordinance (current through Ordinance 1930, effective September 23, 2014), and the Airport Land Use Commission (ALUC) Comprehensive Land Use Plan (CLUP), which were specifically adopted to mitigate, or avoid, significant environmental effects that can result from development. The General Plan and City Code consistency analysis is provided for environmental review purposes only. The City Council will ultimately determine the Project's consistency with the full set of goals and policies contained in the General Plan, as well as other City of Santa Clara (City) requirements and planning documents, and could come to consistency determinations, in the land use approval context, that differ from those of this Draft Environmental Impact Report (EIR), from the standpoint of the California Environmental Quality Act (CEQA). It is conceivable, for example, that this EIR could identify a land use impact because an element of the Project conflicts with a policy to protect the environment, while the City Council could conclude that the Project, as a whole, is consistent with the General Plan.

Land use and planning analyses under CEQA generally consider the compatibility of a project with neighboring areas, change to or displacement of existing uses, and consistency of a project with relevant local land use policies that have been adopted with the intent to mitigate or avoid an environmental effect. The magnitude of land use conflicts or compatibility issues depends on how a project affects the existing development pattern; development intensity; and local air quality, noise, and visual setting in the immediate area. Specific environmental-related issues (e.g., visual, transportation, air quality, noise) and their potential significance are discussed in detail in the associated topical resource sections of this Draft EIR (Section 3.2, *Aesthetics*; Section 3.3, *Transportation/Traffic*; Section 3.4, *Air Quality*; and Section 3.6, *Noise*, respectively).

Comments pertaining to land use were received in response to the Notices of Preparation (NOPs) (Appendix 1). Two comment letters were received from the Norman Y. Mineta San José International Airport (SJC) regarding potential incompatibilities between the Project's proposed building heights and the airspace requirements of the airport and Federal Aviation Regulations Part 77. The Project's compatibility with these regulations and requirements is discussed below. In addition, a letter was received regarding the Project's impact on, and consistency with, the Santa Clara Valley Habitat Plan (SCVHP); however, the Project is not within the area covered by the SCVHP.

¹ City of Santa Clara. 2010. *City of Santa Clara 2010–2035 General Plan*. Adopted November 16, 2010. Last amended December 9, 2014. Available: <http://santaclaraca.gov/index.aspx?page=1263>. Accessed: December 22, 2014.

Existing Conditions

Regulatory Setting

City of Santa Clara 2010–2035 General Plan

The City's General Plan, which was adopted in 2010 and last amended in 2014, guides the physical development and character of the City. The General Plan sets forth City policies regarding the types and locations for future land uses and activities and is used by the City Council and Planning Commission in considering planning and land use decisions. The General Plan has a long-range vision, supported by a spectrum of strategies and policies to deal with changing priorities and development pressures that the City will face through the coming years.²

The Housing Element of the General Plan has a separate planning horizon for the 2015–2023 planning period and was adopted by City Council on December 9, 2014. The Housing Element is an implementation mechanism of the City's General Plan and provides goals, policies, and programs to meet the housing requirements mandated by the State of California Department of Housing and Community Development.

General Plan—Land Use Designations. The Land Use Diagram in the General Plan depicts the land use pattern for future development in the City. The General Plan defines the land use classifications that are applied to every parcel in the City. Each land use classification includes the allowed uses and the associated density and intensity standards. The boundaries of the land use designations on the Land Use Diagram are depicted generally. The Project site is currently designated as Parks/Open Space (Parcels 1–4) and Regional Commercial (Parcel 5) in the General Plan through 2035.

The Parks and Open Space land use designation is intended for improved and unimproved park and open space facilities, managed natural resource areas, and outdoor recreation areas. It includes neighborhood, community, and regional parks; public golf courses; recreational facilities; and nature preserves that provide active or visual open space and serve the outdoor recreational needs of the community. The Parks/Open Space designation has no applicable floor area ratio (FAR) or associated density.

The Regional Commercial land use designation is intended for retail and commercial uses that provide local and regional services. A broad range of retail uses is allowed under this designation, including regional shopping centers, local-serving offices, medical facilities, home improvement/durable goods sales and services, warehouse membership clubs, new and used auto retail sales and services, and travel-related services, such as hotels, gas stations, restaurants, convention centers, amusement parks, and sports venues. The maximum FAR for Regional Commercial is 0.60 for new development. It does not provide for residential development at any density.³

The General Plan also depicts three phases of development within the City: Phase I, which has already been implemented, shows development from 2010–2015, Phase II is from 2015–2025, and Phase III is

² City of Santa Clara. 2010. *City of Santa Clara 2010–2035 General Plan*. Adopted November 16, 2010. Last amended December 9, 2014. Available: <http://santaclaraca.gov/index.aspx?page=1263>. Accessed: December 22, 2014.

³ With the exception of Regional Commercial land use designated properties in the El Camino Real Focus Area. The requirement is in this Focus Area for residential is at 37-50 dwelling unit/acre and a minimum commercial FAR of 0.15.

from 2025–2035. Phases II and III are depicted in Figures 3.1-1 and 3.1-2, respectively. The General Plan land use designation maps that depict Focus Areas for phased development show no planned development on the Project site through 2035. However, the light industrial/office complex to the south of Parcel 2 (“Tasman East Focus Area”) may be developed during Phase II and/or III of the General Plan to high-density residential with an open space component, subject to the Prerequisite Policies in Section 5.1 of the General Plan.⁴

General Plan—Goals and Policies. The General Plan contains goals and policies related to Neighborhood Compatibility, Historic Preservation, Mobility and Transportation, Public Facilities and Services, and Environmental Quality.⁵ Applicable land use goals and policies from these elements and chapters, including the Housing Element, are discussed under Impact LU-3, below. Table 3.1-7, presented later in this section, analyzes the Project’s consistency with applicable General Plan goals and policies that have been adopted to avoid or mitigate an environmental impact and describes the environmental effects or potential incompatibilities with the Project. In addition, although General Plan policy consistency determinations are made in this chapter, the applicable General Plan policies are also provided in the relevant sections of this Draft EIR.

General Plan—Development Potential. The General Plan includes job and housing growth projections as outlined in Table 3.1-1. The jobs/housing ratio in 2008 (existing conditions at the time the General Plan was prepared) was 2.42, meaning there were 2.42 jobs in the City for every residential unit. As shown below, due to employment growth outpacing that of residential development, the jobs/housing ratio is anticipated to worsen between 2008 and 2035 (full build-out of the General Plan). By 2035, the General Plan projects that there will be one residential unit in the City for every 2.57 jobs.

Table 3.1-1. Comparison of Number of Jobs to Housing in the City

	2008	2015	2035
Jobs	106,680	123,555	154,830
Housing	44,166	44,166	60,350
Jobs/Housing Ratio	2.42	2.80	2.57

Source: City of Santa Clara. 2010. *City of Santa Clara 2010–2035 General Plan*. Adopted November 16, 2010. Last amended December 9, 2014. Available: <http://santaclaraca.gov/index.aspx?page=1263>. Accessed: June 10, 2015.

As discussed in greater detail below in Table 3.1-7 and Impact LU-1, the General Plan contains several policies with the goal of maintaining an adequate balance of jobs to housing within the City. General Plan Policies 5.3.1-P18 and 5.10.2-P2 and Housing Element Policy B-5 promote more housing in the relatively job-rich Silicon Valley and strive to maintain the planned levels of commercial development. General Plan Policy 5.3.1-P18 calls for the metering of net new industrial and commercial development so as not to exceed development assumptions in order to maintain the City’s jobs/housing balance. General Plan Policy 5.10.2-P2 encourages development patterns that reduce vehicle miles traveled (VMT) and air pollution. Finally, Housing Element Policy B-5 works towards the mitigation of jobs/housing ratio

⁴ City of Santa Clara. 2010. *City of Santa Clara 2010–2035 General Plan*. Land Use Diagrams, Phases I–III. Adopted November 16, 2010. Last amended December 9, 2014. Available: <http://santaclaraca.gov/index.aspx?page=1263>. Accessed: December 22, 2014.

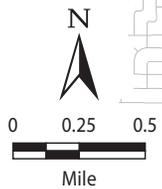
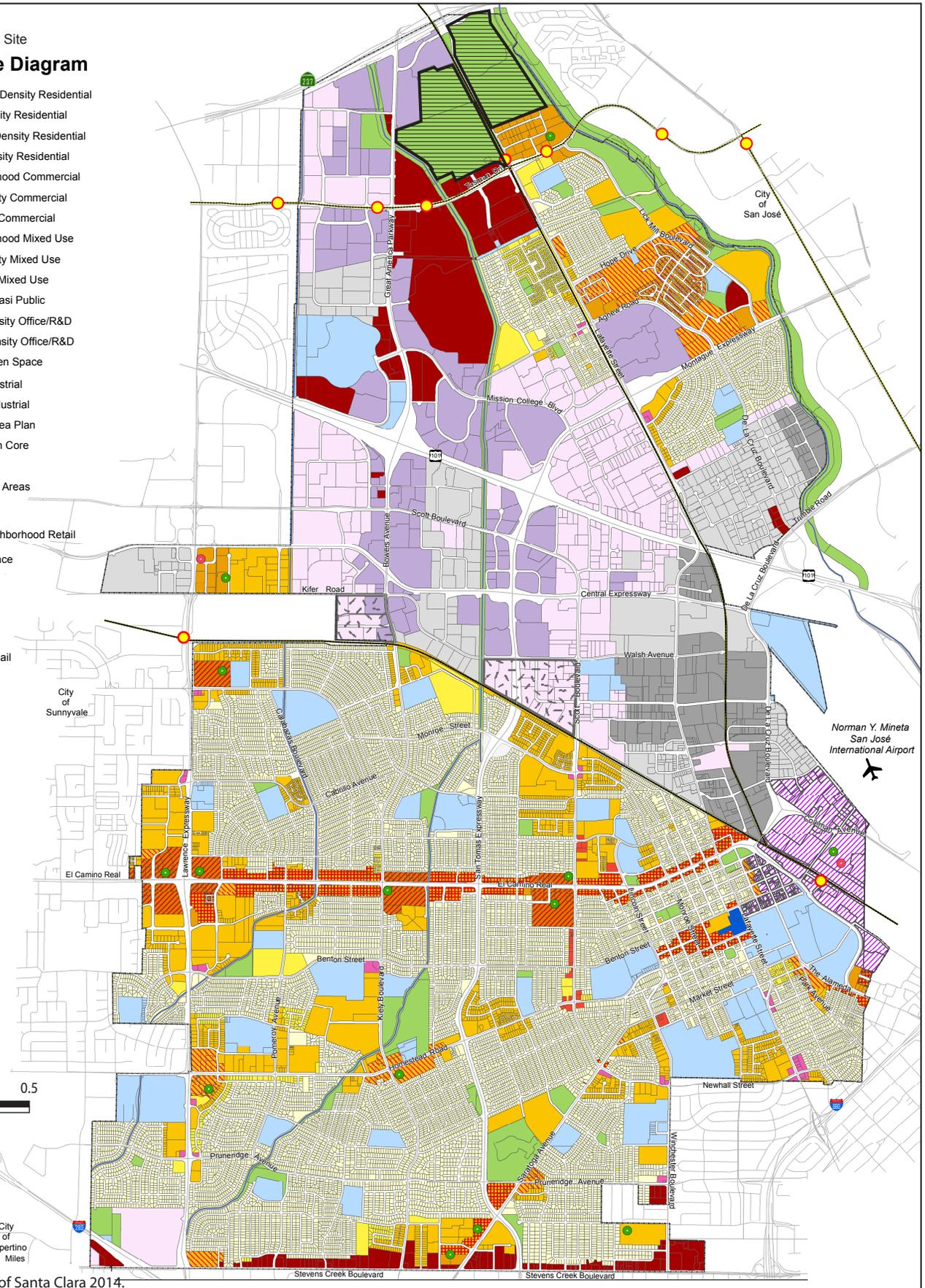
⁵ City of Santa Clara. 2010. *City of Santa Clara 2010–2035 General Plan*. Adopted November 16, 2010. Last amended December 9, 2014. Available: <http://santaclaraca.gov/index.aspx?page=1263>. Accessed: December 22, 2014.

Legend

Project Site

Land Use Diagram

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Public/Quasi Public
- Low Intensity Office/R&D
- High Intensity Office/R&D
- Parks/Open Space
- Light Industrial
- Heavy Industrial
- Station Area Plan
- Downtown Core
- ROW
- Exception Areas
- City Limit
- New Neighborhood Retail
- Open Space
- Stations
- Creeks
- Light Rail
- Caltrain Rail



Source: City of Santa Clara 2014.



Figure 3.1-1
General Plan Land Use Diagram: Phase II (2015-2033)
 City Place Santa Clara

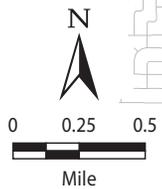
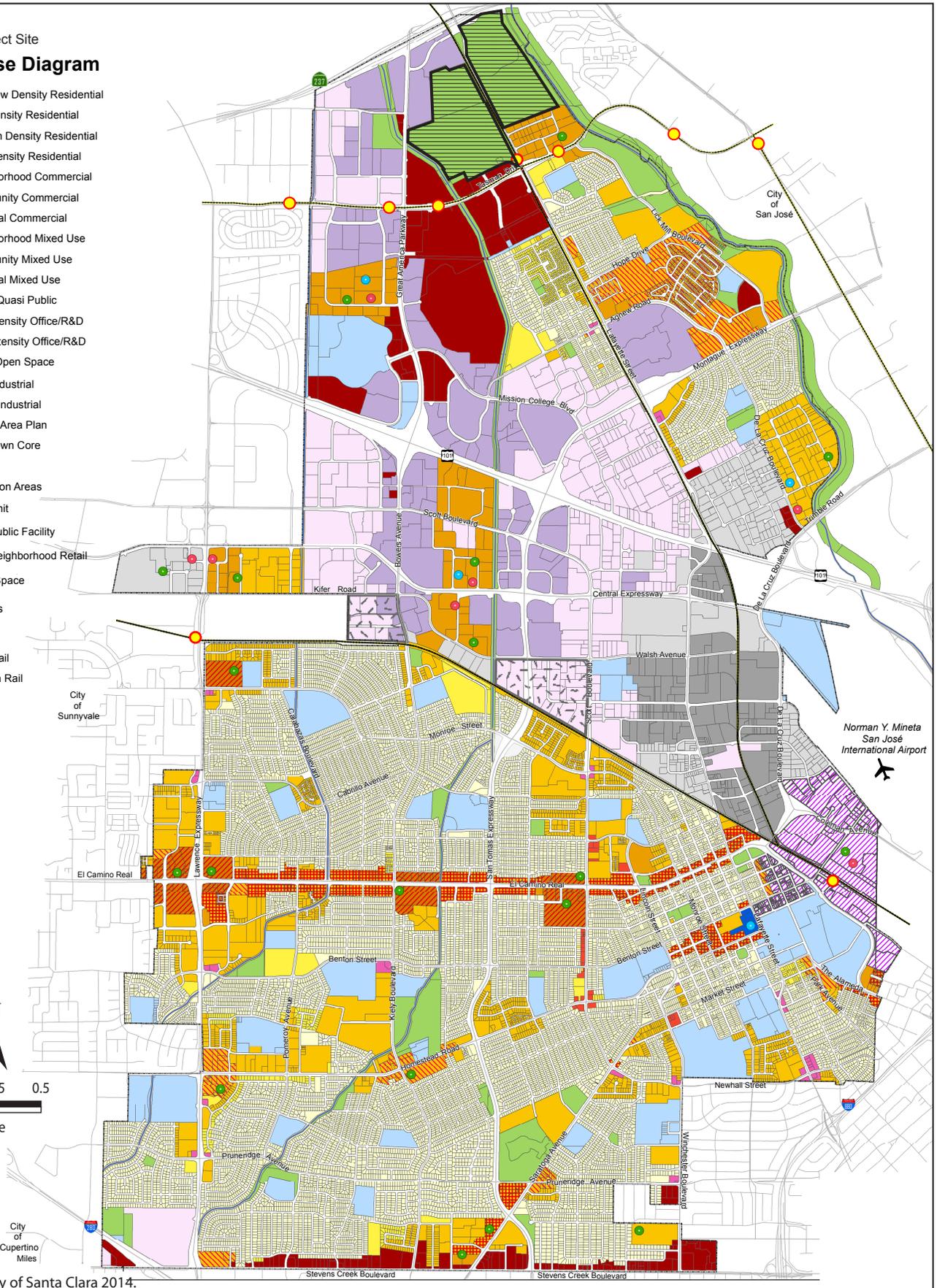
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Legend

Project Site

Land Use Diagram

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Public/Quasi Public
- Low Intensity Office/R&D
- High Intensity Office/R&D
- Parks/Open Space
- Light Industrial
- Heavy Industrial
- Station Area Plan
- Downtown Core
- ROW
- Exception Areas
- City Limit
- New Public Facility
- New Neighborhood Retail
- Open Space
- Stations
- Creeks
- Light Rail
- Caltrain Rail



Source: City of Santa Clara 2014.



Figure 3.1-2
General Plan Land Use Diagram: Phase III (2023-2035)
 City Place Santa Clara

impacts created by developments with significant employment. These General Plan policies have been adopted with the intent of avoiding or mitigating environmental impacts. As such, the Project's consistency with these policies is discussed in the context of the potential to result in physical impacts on the environment. These policies, among other things, strive to locate housing near available jobs, which inherently reduces VMT. Reductions in VMT are linked directly to improved air quality, reduced greenhouse gas (GHG) emissions, and less congestion when housing is located near jobs rather than farther away.

Santa Clara City Code (Title 18, Zoning Ordinance)

The Zoning Ordinance implements the land uses designated in the General Plan. Title 18 of the City Code, Section 18.02.020(a), was adopted as a precise zoning plan for the City and is designed to:

...encourage development of various kinds of living, working and commercial activities in specific areas as defined in general in the general plan of the City and to segregate and protect the activities of these one from another.

The Zoning Ordinance defines the City's zoning districts and identifies the land uses permitted and conditionally permitted in each. It also establishes development regulations such as building height, building lot coverage, building setbacks, parking, and landscape requirements. The Zoning Ordinance was enacted, in part, to avoid or mitigate environmental impacts.

The City's zoning code designates the Project site as Public, Quasi-Public, Public Park or Recreation (B) (Parcel 1–4, a portion of Parcel 5, and the Retention Basin) and Commercial Park (CP) (the remainder of Parcel 5). The B District permits City-owned landscaped public utility facilities and public parks without recreational facilities. Conditional uses allowed in the B District include public or private general education facilities, municipal and public utility facilities, churches and similar nonprofit facilities, cemeteries, airports, golf courses of 10 acres or more, public utility corporation yards, public park or recreation facilities, neighborhood recreational enterprises, and other public and quasi-public facilities. The CP District is intended to provide a high quality commercial environment adjacent to major highways, serving tourists and other highway users or requiring direct access to regional markets. This district encourages multi-acre parcels developed with mixed commercial uses based on an integrated site plan and architectural design. Such developments are characterized by common circulation and parking areas, significant landscaping, and unified management or restrictive covenants to maintain high standards.

Plan Bay Area

Senate Bill (SB) 375, adopted in 2008, requires preparation of a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP) for the Bay Area. Plan Bay Area, the SCS for the region and the 2040 RTP, were jointly approved in July 2013 by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC).⁶ The RTP/SCS represents a transportation and land use/housing strategy for how the Bay Area will address its transportation mobility and accessibility needs, land development, and GHG emissions reduction requirements through 2040.⁷ The plan integrates transportation and land-use strategy to manage GHG emissions and plan for

⁶ MTC is the government agency responsible for regional transportation planning, financing, and coordinating transportation services in the nine-county San Francisco Bay Area.

⁷ The RTP/SCS was also accepted by the Air Resources Board in terms of meeting the SB 375 targets for per capita GHG reduction from vehicles.

future population growth. The RTP/SCS include policies that call for shifting more travel demand to transit and accommodating growth along transit corridors in Priority Development Areas (PDAs).

Table 3.1-2 illustrates the anticipated jobs and housing for the City as projected by ABAG and considered in Plan Bay Area. As shown, housing units are projected to increase by 11,910 between 2015 and 2040, while jobs in the City are expected to grow by 24,230 (more than double the housing growth) during that same period. According to ABAG's projections, the jobs/housing ratio worsens in 2020 compared to 2015 but improves by 2040.

Table 3.1-2. Comparison of Number of Jobs to Housing in the City (Plan Bay Area)

	2015	2020	2030	2040
Jobs ^a	121,950	131,960	137,480	146,180
Housing ^a	45,350	47,760	52,490	57,260
Jobs/Housing Ratio	2.69	2.76	2.62	2.55

Source: Association of Bay Area Governments. *Projections 2013*. December 2013. Available: <http://abag.ca.gov/planning/housing/projections13.html>. Accessed: June 18, 2105.

Note:

^a. Jobs and housing are based on the City's sphere of influence, which also includes unincorporated areas of Santa Clara County.

Plan Bay Area calls for focused housing and job growth around high-quality transit corridors, particularly within areas identified by local jurisdictions as PDAs, which are existing neighborhoods served by transit and supported by local plans (both existing and to-be-completed) to provide a wider range of housing options along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment. Many PDAs are also Transit Priority Project- (TPP-) eligible areas,⁸ and most of the TPP-eligible land in the Bay Area is within PDAs. Parcel 5 and the southern edge of Parcel 4 are within a PDA. Opportunities for streamlining the CEQA process are available for projects that are defined as TPPs.

San José International Airport Comprehensive Land Use Plan

The ALUC was established to provide for appropriate development of areas surrounding public airports in Santa Clara County (County). It is intended to minimize the public's exposure to excessive noise and safety hazards and to ensure that the approaches to airports are kept clear of structures that could pose an aviation safety hazard. The ALUC develops the CLUP for SJC, which is intended to safeguard the general welfare of the inhabitants within the vicinity of SJC and the aircraft occupants. In formulating this plan, the ALUC has established provisions for the regulation of land use, building height, safety, and noise insulation within areas adjacent to the airport to ensure that surrounding new land uses do not affect the airport's continued operation.

⁸ Per Public Resources Code 21155 et seq., to qualify as a Transit Priority Project, a project must meet the following criteria: be consistent with the general use designation, density, building intensity, and applicable policies of the adopted RTP/SCS; have at least 50 percent residential use; have a FAR of 0.75 or more if the project has between 26 and 50 percent nonresidential uses; have a minimum net density of at least 20 dwelling units per acre; and be located within 0.5 mile of a major transit stop or high-quality transit corridor included in the RTP/SCS.

Specifically, the CLUP seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable airspace. The implementation of the CLUP is intended to prevent future incompatible development from encroaching on the airport and allow for its development in accordance with the current airport master plan. Portions of the Project site fall within the noise restriction area and height restriction area of the CLUP. Therefore, applicable land use goals and policies from the CLUP are discussed under Impact LU-3, below.

Environmental Setting

Demographic Overview

The U.S. Census Bureau estimated the City's population to be approximately 119,075 in 2013. The estimated number of households in the City as in January 2013 was approximately 45,035, with an average household size of about 2.64 persons per household. The City had a housing unit vacancy rate of approximately 4.9 percent in 2013. The County's worker per household ratio was about 1.39.^{9,10}

Adjacent Uses

The City encompasses an area of approximately 18 square miles. It is located in the northwestern portion of the County and is bounded by San José to the north, east, and south, and Sunnyvale and Cupertino to the west. The City is almost entirely urbanized, with the exception of several areas designated for open space. Residential and commercial uses are located primarily in the southern portion of the City, while industrial uses and office parks exist primarily in the northern portion of the City.

The City includes developed land uses such as residential, commercial, industrial, recreational, public, institutional, airport, utility, and transportation. Existing neighborhoods are primarily single-family residential, often separated by major regional roadways and/or commercial thoroughfares. Along commercial corridors, existing shopping centers are focused on streets with minimal connections to the neighborhoods they serve. The industrial/office employment center uses are largely separated by major transportation facilities. US 101, Central Expressway, and the Caltrain and light-rail transit rights-of-way traverse east-west through the center of the City, while State Route (SR) 237 is located to the north. Interstate (I-) 880 and I-280 skirt the southeast and southwest portions, respectively; San Tomas Expressway and Lawrence Expressway travel north and south to serve the employment sectors.

⁹ The Santa Clara County average of 1.39 workers per worker household is used in this analysis because it is expected that new workers would have characteristics similar to the County as a whole rather than the smaller City profile. Workers are expected to live throughout the Bay Area, but there would be a particular concentration in Santa Clara County. Due to the relative lack of housing in the City to serve the Project, only a small portion of employees generated by the Project would live in the City. More workers would come from the larger Santa Clara County area than the City itself. Thus, the County's household statistics are the most appropriate for this analysis.

¹⁰ U.S. Census Bureau. 2013. American Fact Finder, American Community Survey (ACS). 2011–2013 ACS 3-Year Estimates. *Selected Characteristics of the Native and Foreign-born Populations. Santa Clara County, California*. ID S0501. Available: <http://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>. Accessed: October 27, 2104.

Project Vicinity

Development in the Project vicinity consists of a mix of office, light industrial, commercial, recreational, and residential land uses. Existing uses adjacent to the Project site include the Tasman East industrial park, parking areas, and Levi's Stadium to the south; the Santa Clara Convention Center (Convention Center) and the Hyatt Regency Hotel to the southwest; office uses (Santa Clara Gateway) to the north and northwest; and residential uses to the east, beyond the Guadalupe River. The residential uses to the east are located within the San José city limits. Additional residential uses are present beyond the industrial uses to the south of the Project site (in Santa Clara) and north of SR 237 (in San José). Office uses are located north of the Project site and SR 237 in the City of San José. The San Francisco Bay is located approximately 0.5 mile north of the Project site. California's Great America Amusement Park is located approximately 0.4 mile south of the Project site.

As explained above, immediately adjacent to the Project site, to the north and northwest, are office parks along Great America Parkway and Great America Way. The Santa Clara Gateway office complex is owned and operated by the Irvine Company. In total, the office park includes more than 900,000 gross square feet (gsf) of building area. Also immediately adjacent to the Project site are industrial, warehouse, and office uses in an approximately 45-acre area (referred to as Tasman East) south of Parcel 2. Currently, this area, which is underutilized, contains light industrial and office uses. Included in the southeast portion of Tasman East is an office complex, located at 2101, 2111, and 2121 Tasman Drive (Assessor's Parcel Number [APN] 097-05-056), with a total of 127,500 gsf.

Regional access to the Project site includes SR 237 to the north¹¹ and US 101 approximately 1.4 miles to the south. The Santa Clara Valley Transportation Authority (VTA) operates several light-rail stops along Tasman Drive to the south of the Project site, including the Champion Station, Lick Mill Station, and Great America Station. Amtrak, Capital Corridor, and Altamont Corridor Express (ACE) operate in the Union Pacific Railroad (UPRR) right-of-way and provide service to the Project area at the Great America Station, located at Lafayette Street and Tasman Drive. San Tomas Expressway, Central Expressway, and El Camino Real (SR 82) also bisect the City. Bicycle and pedestrian access is also provided from the San Tomas Aquino Creek Trail via a bridge over the creek to the west of the Project site. In addition, the Guadalupe River Trail is located to the east of the Project site, although no linkages directly connect the Project site with this trail.

Project Site

As described in Chapter 2, *Project Description*, the Project site is located on seven City-owned parcels (APNs: 104-03-036, 104-03-037, 104-01-102, 097-01-039, 097-01-073, 104-03-038, and 104-03-039) totaling approximately 240 acres. Most of the site was formerly utilized as the Santa Clara All-Purpose Landfill (Landfill), which ceased accepting waste in 1993 and closed in 1994. The Project site is currently occupied by the Santa Clara Golf & Tennis Club, a restaurant and banquet facility, Santa Clara Fire Station 10 (Fire Station 10), a Bicycle-Motocross (BMX) track, the Ameresco Methane Plant, the Eastside Storm Retention Basin (Eastside Retention Basin), a City vehicle washing station, and vacant lots used for parking. Figure 2-2 in Chapter 2, *Project Description*, depicts the existing uses on and adjacent to the Project site. The Project site is designated in the City's General Plan as Parks/Open Space (Parcels 1-4 and the Eastside Retention Basin) and Regional Commercial (Parcel 5). The City's zoning

¹¹ For descriptive purposes, true northwest is Project North with Lafayette Street running in a north-south direction and Tasman Drive running in an east-west direction.

code designates the Project site as Public, Quasi-Public, Public Park or Recreation (B) (Parcel 1-4, a portion of Parcel 5, and the Retention Basin) and Commercial Park (CP) (the remainder of Parcel 5).

The majority of the Project site was formerly used as the Landfill, which was a 210-acre site with a waste footprint of approximately 183 acres. The Project site was reportedly used for landfill operations between 1934 and 1994; however, based on historical aerial photographs and topographic maps, it appears that landfill operations began in the late 1960s. A portion of the Landfill was closed by the late 1970s and early 1980s and subsequently converted to a municipal golf course in 1986¹² by the City's Sports & Open Space Authority (Authority). The 6,704-yard, 18-hole public golf course at 5155 Stars and Stripes Drive encompasses 155 acres of the Project site (the majority of the area west of Lafayette Street and the southern portion to the east of Lafayette Street) and is operated by the Authority under a management agreement with American Golf Corporation. In addition to the golf course itself, the Santa Clara Golf & Tennis Club includes a clubhouse with a restaurant, a banquet facility, seven lighted tennis courts available for rent by the hour, locker rooms, extensive practice facilities, and a maintenance facility. The Santa Clara Golf & Tennis Club is located on Parcels 2, 3, and 4.

Fire Station 10 is located on the Project's Parcel 4 at 5111 Stars and Stripes Drive, to the south of the golf course. The 7,364 gsf fire station opened in 1986 and is located on an approximately 0.57-acre parcel to the west of the golf course maintenance facility. The station houses a Type 1 fire engine and a Type VI fire engine designated for Levi's Stadium.

A BMX track, operated by the Santa Clara Police Activities League (P.A.L.), is also located on the former Landfill in the northeast portion of the Project site at 5401 Lafayette Street. Adjacent to the BMX track on Lafayette Street is a methane power plant, which was commissioned in 2009 and is currently owned and operated by Ameresco. This plant, consisting of three micro-turbines, has the capacity to generate approximately 750 kilowatts (kW) of electricity per hour from methane in a landfill gas-to-energy generation program. The City's electric utility, Silicon Valley Power (SVP), purchases the renewable energy resource from Ameresco for its customers.¹³ The BMX track and Ameresco Methane Plant are located on Parcel 1.

Two City-owned parcels are located on Parcel 5. These provide paved parking areas for the golf and tennis club and Levi's Stadium. The northern portion of Parcel 1 includes the 12.8-acre Eastside Retention Basin, a large stormwater retention pond located at 5611 Lafayette Street that was constructed in 1973 and last dredged in the mid- to late 1980s. This area also includes the City vehicle washing station.

Environmental Impacts

This section describes the impact analysis relating to land use and planning for the Project. It describes the methods used to determine the impacts of the Project and lists the thresholds used to conclude whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion.

¹² Geomatrix. *Phase I Environmental Site Assessment. Centennial Boulevard Site, Santa Clara California*. May 2008.

¹³ Staub, David and Michael T. Bakas. Landfill Gas Management Case Study. Santa Clara Converts Low Concentration Landfill Gas to Clean Energy. *WasteAdvantage Magazine*. September 2011. Available: http://www.ameresco.com/sites/default/files/lfg_management_case_study.pdf. Accessed: September 8, 2014.

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Physically divide an established community.
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Methods for Analysis

CEQA requires that an EIR consider whether a proposed project may conflict with any applicable land use plan, policy, or regulation that was adopted for the purpose of avoiding or mitigating an environmental impact. This environmental determination differs from the larger policy determination of whether a proposed project is consistent with a jurisdiction's general plan. The former determination (that is intended for consideration in a CEQA document) is based on, and limited to, a review and analysis of environmental effects. The latter determination, by comparison, is made by the decision-making body of the jurisdiction and is based on the jurisdiction's broad discretion to assess whether a proposed project would conform to the policies and objectives of its general plan/specific plan as a whole. In addition, the broader general plan consistency determination takes into account all evidence in the record concerning the project characteristics, its desirability, as well as its economic, social, and other non-environmental effects.

Conflicts of a project with land use policies do not, in and of themselves, constitute significant environmental impacts. Policy conflicts are considered environmental impacts only when the policies themselves were adopted for the purpose of avoiding or mitigating an environmental effect. Such conflicts constitute *significant* environmental impacts only when the resulting direct environmental effects are significant. Decision-makers (City Council, in this case) will need to consider the consistency of the proposed development with applicable plans and policies that do not directly relate to physical environmental issues when determining whether to approve or deny the Project.

Consistency of the Project with the Complete Streets Program (Assembly Bill [AB] 1358) are addressed in Section 3.3, *Transportation/Traffic*. In addition, Section 3.3 considers the Project's consistency with the following State, regional, and local plans and policies: the State Transportation Improvement Program, California Transportation Plan 2025, El Camino Grand Boulevard Initiative, VTA Congestion Management Plan (CMP), VTA Short-Range Transit Plan (SRTP), VTA Transit Sustainability Policy (TSP), VTA Pedestrian Access to Transit Plan, Santa Clara Countywide Bicycle Plan, Valley Transportation Plan (VTP) 2040, Santa Clara County Expressway Plan 2040, City of Santa Clara Final Bicycle Plan Update, City of Santa Clara Emergency Operations Plan (EOP), Neighborhood Traffic Calming Program (NTCP), and Levi's Stadium Traffic Management Operations Plan.

Scheme Analysis

This land use section analyzes both Project schemes (Schemes A and B). The land use analysis does not require the consideration of a specific site plan; therefore, the full range of land use scenarios is considered.

Impacts Not Evaluated in Detail

Physical Division of an Established Community. Physically disrupting or dividing an established community generally refers to construction of a physical feature or removal of a means of access that impairs mobility within an existing community or between a community and outlying areas. There are no established residential communities on the Project site, which is currently occupied by the Santa Clara Golf & Tennis Club, a restaurant and banquet facility, Fire Station 10, a BMX track, the Ameresco Methane Plant, Eastside Retention Basin, a City vehicle washing station, and surface parking lots. The Project would add new vehicular, bicycle, and pedestrian access roads and circulation within the Project site and to surrounding properties. The Project would not block any existing roads or sever connections between adjacent properties.

Furthermore, the Project's planned Urban Center/Entertainment District uses, as discussed below, are compatible with the existing adjacent properties, such as Levi's Stadium, the Hyatt Regency Hotel, the Convention Center, Great America Amusement Park, and the Santa Clara Gateway office complex. Although existing retail centers are not prominent land uses in the area, this component of the Project would complement and integrate Levi's Stadium and the office uses into a cohesive urban center. Thus, the Project would not physically divide or disrupt an established community and would not reduce access for adjacent properties, resulting in **no impact**. This impact is not evaluated further.

Conflict with a Habitat Conservation Plan or Natural Community Conservation Plan. The Project site is outside of the SCVHP permit area and is not a covered activity as defined by the plan. The City is not subject to any other Habitat Conservation Plans or Natural Community Conservation Plans. The Project would not conflict with the policies in the SCVHP because they apply only within the SCVHP permit area; because this is not the case, and no other habitat conservation plans or natural community conservation plans apply to the Project, there would be **no impact**. This impact is not evaluated further.

Impacts and Mitigation Measures

Impact LU-1: Conflicts with Adopted City Land Use Plans and Policies with Regard to the Jobs/Housing Balance. The Project would be inconsistent with the City's General Plan policies aimed at improving the City's jobs/housing balance which would result in secondary significant unavoidable impacts on traffic, air quality, and GHG emissions. (SU)

As discussed above, the goals of General Plan Policies 5.3.1-P18 and 5.10.2-P2 and Housing Element Policy B-5 are, in part, to reduce environmental impacts by promoting a balance in the jobs/housing ratio. These City policies achieve this goal by encouraging the construction of more housing in the relatively job-rich Silicon Valley, thereby helping to reduce long-distance commutes by employees to the Silicon Valley. In turn, reducing commute distances would reduce associated criteria pollutant and GHG emissions as well as traffic congestion.

The following analysis considers the Project's employment growth in relation to the City's General Plan projections. The analysis presents impacts for the initial phases of the Project as well as full build-out. Phases 1, 2, and 3 include development of Parcel 4 (excluding the Northwest Office Zone) and all of Parcel 5. Development associated with these three initial phases totals 3,988,900 gsf, which would result in approximately 10,355 new jobs. Full build-out of the Project totals 9,164,400 gsf and would result in approximately 28,720 employees and 200 residential units. The following discussion considers Scheme B, which does not include housing on Parcel 4 as a worst-case analysis because Scheme B has a higher amount of employment and a lower amount of housing compared to Scheme A.

The impact analysis also discusses the consistency of the Project with Plan Bay Area. However, as discussed further below, Plan Bay Area is not legally applicable to local land use planning and projects. Given that Plan Bay Area is not a legally enforceable land use plan, there is no requirement to make a determination of significance under CEQA and the information on Plan Bay Area consistency is provided for informational purposes only.

Phases 1, 2, and 3

General Plan. As shown in Table 3.1-3, employment growth associated with implementation of Phases 1, 2, and 3 would increase the jobs/housing ratio from the levels projected in the General Plan (from 2.80 to 3.02 in 2015, from 2.57 to 2.73 in 2035, compared with a ratio of 2.42 in 2008). This represents an increase in the jobs/housing ratio of 13 percent between 2008 (without Project) and 2035 and an increase of 6 percent over 2035 projections without the Project.¹⁴

Table 3.1-3. Jobs and Housing in the City of through 2035 with Phases 1, 2, and 3

	2008	2015 ^a	2035
Jobs	106,680	133,910	165,185
Housing	44,120	44,366	60,550
Jobs/Housing Ratio with Project	NA	3.02	2.73
Jobs/Housing Ratio without Project	2.42	2.80	2.57

Source: City of Santa Clara. 2010. *City of Santa Clara 2010–2035 General Plan*. Adopted November 16, 2010. Last amended December 9, 2014. Available: <http://santaclaraca.gov/index.aspx?page=1263>. Accessed: June 10, 2015. ICF 2015.

^a Phases 1, 2, and 3 would not be complete until 2021; however, since 2015 is the closest year for which data is available, the growth associated with Phases 1, 2, and 3 is included.

Plan Bay Area. Using the forecasts prepared by ABAG, which were used in developing Plan Bay Area, the City would have 45,350 housing units and 121,950 jobs in 2015, for a jobs/housing ratio of 2.69 (as illustrated in Table 3.1-2). Similar to the General Plan, the growth associated with the Project is not accounted for in the ABAG projections. As shown in Table 3.1-4, implementation of Phases 1, 2, and 3 would worsen the jobs/housing ratio assumed in Plan Bay Area, going from 2.76 to 2.97 in 2020, from 2.62 to 2.81 in 2030, and from 2.55 to 2.72 in 2040. This represents an increase in the jobs/housing ratio of 2 percent between 2020 (without Project) and 2030 (with Project) and an increase of 4 percent between 2030 (without Project) and 2040 (with Project).

¹⁴ The City has identified several areas that are currently not designated for residential uses that could be developed for residential uses in the future, in which event approximately 6,640 additional residential units could be developed that were not programmed in the General Plan or considered in the General Plan EIR. If the City were to revise the General Plan to facilitate development of these units, the jobs/housing balance with Phases 1, 2, and 3 would improve to 2.63 in 2015 (compared to 3.02 without the additional units) and 2.46 in 2035 (compared to 2.73 without the additional units). Because these additional units are not envisioned in the current General Plan, they are not part of the impact analysis in this EIR.

Table 3.1-4. Jobs and Housing in the City through 2040 with Phases 1, 2, and 3

	2015 ^a	2020	2030	2040
Jobs	121,950	142,315	147,835	156,535
Housing	45,350	47,960	52,690	57,460
Jobs/Housing Ratio with Project	NA	2.97	2.81	2.72
Jobs/Housing Ratio without Project	2.69	2.76	2.62	2.55

Source: Association of Bay Area Governments. *Projections 2013*. December 2013. Available: <http://abag.ca.gov/planning/housing/projections13.html>. Accessed: June 18, 2015. ICF 2015.

^a Phases 1, 2, and 3 would not be complete until 2021; therefore, 2015 ABAG numbers do not include the Project.

Full Build-out

General Plan. Table 3.1-5 illustrates the jobs/housing ratio upon full build-out of the Project, which is anticipated to result in a total of 28,720 new jobs. Upon build-out of the Project, the jobs/housing ratio would increase from 2.57 (without Project) to 3.03 (with Project) in 2035, compared with 2.42 in 2008. This represents an increase in the jobs/housing ratio of 26 percent between 2008 (without Project) and 2035 (with Project).

Table 3.1-5. Jobs and Housing in the City through 2035 with Full Build-out

	2008	2015 ^a	2035
Jobs	106,680	133,910	183,550
Housing	44,120	44,366	60,550
Jobs/Housing Ratio with Project	NA	3.02	3.03
Jobs/Housing Ratio without Project	2.42	2.80	2.57

Source: City of Santa Clara. 2010. *City of Santa Clara 2010–2035 General Plan*. Adopted November 16, 2010. Last amended December 9, 2014. Available: <http://santaclaraca.gov/index.aspx?page=1263>. Accessed: June 10, 2015. ICF 2015.

^a 2015 numbers include Phases 1, 2, and 3, as shown in Table 3.1-3.

Plan Bay Area. Using the forecasts prepared by ABAG, which were used in developing Plan Bay Area, the City would have 57,260 housing units and 146,180 jobs in 2040, for a jobs/housing ratio of 2.55 (as illustrated in Table 3.1-2). Similar to the General Plan, the growth associated with the Project is not accounted for in the ABAG projections. As shown in Table 3.1-6, full build-out of the Project would worsen the jobs/housing ratio assumed in Plan Bay Area, going from 2.62 to 3.15 in 2030 and from 2.55 to 3.04 in 2040. This represents an increase in the jobs/housing ratio of 13 percent between 2015 (without Project) and 2040 (with Project).

Table 3.1-6. Jobs and Housing in City through 2040 with Full Build-out

	2015 ^a	2020 ^b	2030	2040
Jobs	121,950	142,315	166,200	174,900
Housing	45,350	47,960	52,690	57,460
Jobs/Housing Ratio with Project	NA	2.97	3.15	3.04
Jobs/Housing Ratio without Project	2.69	2.76	2.62	2.55

Source: Association of Bay Area Governments (ABAG). *Projections 2013*. December 2013. Available: <http://abag.ca.gov/planning/housing/projections13.html>. Accessed: June 18, 2105. ICF 2015.

^a Full build-out of the Project is not projected to be complete until 2031 and, therefore, 2015 ABAG numbers do not include the Project.

^b 2020 ABAG numbers include Phases 1, 2, and 3, as shown in Table 3.1-4.

Jobs/Housing General Plan Policy Consistency

General Plan Policies 5.3.1-P18 and 5.10.2-P2 and Housing Element Policy B-5 would be achieved through promoting more housing in the relatively job-rich Silicon Valley and maintaining the planned levels of commercial development. Adherence to these policies would ultimately avoid increases in long-distance commutes by employees to the Silicon Valley and associated traffic congestion, criteria pollutant emissions, and GHG emissions.

Although the Project would generally be consistent with other goals and policies contained in the General Plan (as discussed in Impact LU-3, below), the Project would not be consistent with the following goals and policies related to the jobs/housing balance.

- **General Plan Policy 5.3.1-P18** – Meter net new industrial and commercial development excluding “Approved/Not Constructed and Pending Projects” identified on Figure 2.1-1 so as not to exceed 2.75 million square feet in Phase I (2010–2015), 5.5 million square feet in Phase II (2015–2025), and 5.5 million square feet in Phase III (2025–2035) in order to maintain the City’s jobs/housing balance and ensure adequate infrastructure and public services.
- **General Plan Policy 5.10.2-P2** – Encourage development patterns that reduce vehicle miles traveled and air pollution.
- **Housing Element Policy B-5** – Work towards the mitigation of jobs/housing ratio impacts created by developments with significant employment.

As discussed above, the Project growth is not anticipated in the City’s plans and the likely result of the induced housing demand resulting from Project-generated jobs would be upward pressure for additional housing units to be built in the City, the region, and possibly even outside of the region.¹⁵ Without adequate housing within the City and other nearby Silicon Valley cities to accommodate job growth resulting from the Project, commute lengths to the new Project jobs would result in substantial traffic, air quality, and GHG impacts (as discussed in Section 3.3, *Transportation/Traffic*; Section 3.4, *Air*

¹⁵ As discussed above, the additional 6,640 housing units not currently programmed in the General Plan would maintain, and slightly improve, the jobs/housing balance taking into account only Project Phases 1, 2, and 3 (through 2021). If these additional units were realized, cumulative full build-out including the Project would have a better jobs/housing balance than with the current General Plan and with current ABAG projections, but the jobs/housing balance would be slightly worse than 2008 conditions. The conclusions in this analysis do not assume that these unplanned units would be constructed.

Quality; and Section 3.5, *Greenhouse Gas Emissions*, respectively). Furthermore, this induced growth could have impacts on sensitive environmental resources where new housing development could be located. Discussion of secondary environmental impacts outside the City and region due to induced housing growth is presented in Chapter 4, *Other CEQA Considerations*. As discussed in that chapter, some of these secondary environmental impacts would likely be significant.

Plan Bay Area Consistency

There is no requirement under CEQA to analyze Project consistency with a non-enforceable plan such as Plan Bay Area. In fact, Plan Bay Area expressly states that its “[a]doption...will not require any changes to local land use policies or environmental review processes.”¹⁶ Instead of imposing requirements on local land use decisions, Plan Bay Area (consistent with SB 375) provides incentives for local governments by allowing streamlined CEQA review of GHG impacts for certain qualifying “transit priority projects” (TPPs) and other residential or mixed-used projects (i.e., where at least 75 percent of the total square footage of a project consists of residential use) that are consistent with Plan Bay Area, as the approved SCS.¹⁷ As such, the Project’s degree of consistency with Plan Bay Area is discussed for information purposes only in this EIR.

Plan Bay Area calls for new development to be placed near active transit corridors. Parcel 5 and a portion of Parcel 4 are within an identified PDA, and the Project contemplates dense mixed-use development within 0.5 mile of the Tasman Corridor and the Great America train station. In that respect, the Project furthers the general objectives of Plan Bay Area. However, the land use and population projections in Plan Bay Area did not assume build-out of the Project site with commercial and residential uses. It was assumed that this land would remain in recreational use and that residential use would not be an option on a landfill. (The Project would be one of the first and largest residential projects on a landfill in the Bay Area.) This urban infill site is more consistent with Plan Bay Area’s objectives for locations where major development should be located than the “greenfield” areas in the southern and eastern portions of the region covered by Plan Bay Area. These have been the traditional targets for developers of large projects in the past. Accordingly, the Project may reduce the demand for development in greenfield areas, which tend to have substantially more impact on biological resources and generate more vehicle miles traveled.

However, as discussed further in Chapter 4, *Other CEQA Considerations*, the Project’s focus on commercial and retail uses (and thus employment growth) over housing in the context of the City’s already high jobs/housing ratio does not further the balanced growth objectives of Plan Bay Area. As a result, the Project could result in substantial induced housing growth outside the City, along with the environmental consequences described in the traffic, air quality, and GHG emissions analyses provided in this EIR.

¹⁶ Metropolitan Transportation Commission. 2013. *Plan Bay Area: Strategy for a Sustainable Region*. Metropolitan Transportation Agency and Association of Bay Area Governments. Adopted: July 18, 2013. Available: http://files.mtc.ca.gov/pdf/Plan_Bay_Area_FINAL/Plan_Bay_Area.pdf.

¹⁷ Public Resources Code Section 21155 (defining a “transit priority project” as a project that contains at least 50 percent residential use and a minimum net density of at least 20 dwelling units per acre that is within 0.5 mile of a major transit stop or high-quality transit corridor); id. Section 21159.28 (providing certain exemptions from the need to evaluate project or cumulative impacts on global warming due to car and light-duty vehicle trips generated by the project).

Although the Project is consistent with a number of important aspects of Plan Bay Area relative to support for mixed-use and locating new development in infill areas near transit, the primary focus of the Project on commercial growth as opposed to residential growth is inconsistent with Plan Bay Area in the context of the City of Santa Clara and surrounding Silicon Valley communities where residential growth has not kept pace with employment growth. As discussed above the Project would worsen, not improve, the City's job/housing balance. As noted above, however, because Plan Bay Area is not a legally enforceable plan relative to local land use planning, no significance finding is required under CEQA concerning consistency with this plan.

The General Plan and the Plan Bay Area both include a jobs-housing goal with which the Project is inconsistent. Although it is not necessary to make any consistency findings with respect to the Plan Bay Area, it is necessary to do so with respect to the General Plan. Because the inconsistencies with the General Plan's policies noted above would contribute to significant secondary transportation, air quality, and GHG emissions impacts and may result in significant secondary impacts associated with induced housing growth, the Project would result in a *significant* land use impact with respect to inconsistency with jobs/housing policies.

MITIGATION MEASURE. Implementation of Mitigation Measure LU-1.1, below, would help increase the housing stock within the City. This would improve the jobs/housing ratio within the City and would help minimize the Project's physical environmental impacts associated with General Plan and Housing Element policy consistency. However, because this mitigation measure relies on an iterative General Plan process ultimately requiring approval from City Council, it cannot be stated with certainty whether and when the mitigation measure can be implemented. In addition, adding new housing to the City's General Plan would only potentially reduce some of the impacts within the more immediate Project vicinity, but would not fully mitigate the Project's effect on induced growth in the region and beyond. Nevertheless, despite mitigation measures designed to reduce environmental effects associated with an increase in VMT, the Project's inconsistency with City policies that govern the jobs/housing balance would still result in significant secondary impacts on transportation, air quality, and greenhouse gas emissions, and thus this impact would remain *significant and unavoidable*.

LU-1.1: Increase Residential Density in the City's General Plan. During the next General Plan Update cycle, the City shall explore permitting higher residential densities in the City as well as allowing residential land uses in existing non-residential areas. Where feasible, the City shall target strategic areas of the City, specifically those closest to major employment and transit hubs, for new residential land uses and/or increased residential density.

Impact LU-2: Conflicts with Airport Land Use Plan and City Policies Related to Airport Noise. The Project would be inconsistent with the Comprehensive Land Use Plan for the San José International Airport in relation to noise policies and the City's General Plan related to Airport Noise. (SU as disclosed under Impact NOI-5)

As discussed above, the CLUP for the County outlines the types of land uses that are compatible with SJC. Pursuant to State law, when a General Plan Amendment and/or a Zoning Amendment are proposed within the Airport Influence Area of an adopted CLUP, a referral must be made to the County ALUC for a consistency determination. A consistency determination from the County was received in June 2015. As summarized below, the ALUC determined that the Project would be inconsistent with CLUP noise policies.

Consistency of the CLUP with the Project considers issues such as general compatibility, safety, height, and noise. The Project site is located northeast of the sideline safety zone for SJC; therefore, none of the

safety policies contained within the CLUP are applicable to the Project, and they are not discussed further. In addition to the below discussion, Table 3.1-8, at the end of this section, describes the general consistency with each of the relevant CLUP policies. As described, the Project is generally compatible with the CLUP, except as it pertains to airport noise.

Airport vicinity height limitations are required to protect public safety, health, and welfare by ensuring that aircraft can safely fly in the airspace around an airport. In addition, height limitations are required to protect the operational capability of airports. Federal Aviation Regulations Part 77, Objects Affecting Navigable Airspace, establishes imaginary surfaces¹⁸ for airports and runways as a means to identify the areas of airspace wherein objects would be obstructions to air navigation. Each surface is defined as a slope ratio or being at a certain altitude above the airport elevation. The Project site has an undulating topography ranging from 21 to 65 feet above mean sea level (msl). The lowest imaginary surface above the Project site is the transitional surface¹⁹ at about 330 feet msl on the southern portions of Parcels 4 and all of Parcel 5. The proposed buildings for the Project could be constructed up to a maximum height of 17 stories, or about 190 feet above the finished grade of the on-site streets. The maximum potential elevation of proposed construction would be about 219 feet above msl. Thus, there would be no conflict with the lowest imaginary surface. Regardless, a No Hazard Determination by the FAA would be required for the buildings prior to development due to height of structures and proximity to SJC.

The Project would not be consistent with the following City goals and policies and SJC CLUP policies related to airport noise.

- **General Plan Policy 5.10.6-P8** – Compatible land uses with the airport noise restriction area.
- **General Plan Policy 5.10.6-P9** – Exposure to aircraft noise.
- **Comprehensive Land Use Plan Policy G-4** – Policy compatibility.
- **Comprehensive Land Use Plan Policy N-4** – Residential uses in the 65 decibel (dB) Community Noise Equivalent Level (CNEL).

The County CLUP noise contours use the CNEL for depicting noise disruption from aviation activity, due to the penalty added during nighttime activities where aviation noise disruption could affect on-site residents the most. The CLUP uses 65, 70, and 75 A-weighted decibel (dBA)²⁰ CNEL noise contours and includes different noise mitigation based on the type of use exposed to aviation noise and penalty during nighttime activities where aviation noise disruption could affect residents. The western part of Parcel 5 and the southwestern part of Parcel 4 are within the 65 dBA CNEL noise contour. In addition to open space and parking lots, the site plan depicts retail, office, hotel, and residential uses in this area. According to CLUP noise policies, multi-family residential uses are “Generally Unacceptable” between the 65 and 70 dBA CNEL noise contours. Therefore, the Project is inconsistent with the CLUP noise policies adopted with the intent to mitigate or avoid an environmental effect. Outdoor activities associated with hotel and other commercial uses, such as pools and outdoor open space areas, may

¹⁸ “Imaginary surfaces” exist primarily to prevent existing or proposes human-made objects, objects of natural growth, or terrain from extending upward into navigable airspace. There are five imaginary surfaces used for the purpose of determining obstructions to air navigation: primary surface, horizontal surface, conical surface, transitional surface, and approach surface. These imaginary surfaces either slope out and up from all sides and ends of runways or are a horizontal plane or sloping plane above airports.

¹⁹ The transitional surface is a surface extending outward and upward, at right angles to the runway centerline and extended runway centerline, from the sides of the primary surface and the approach surface at a slope of 7:1.

²⁰ The standard unit of sound amplitude is the decibel (dB). The A-weighted decibel scale (dBA) modifies the dB levels to better approximate the frequencies heard by a human ear.

experience temporary noise disruptions from single-event aviation activities, such as jet take-offs. However, these disruptions would be short in exposure and non-harmful to adjacent noise receptors.²¹

Pursuant to California Public Utilities Code Section 21670 et seq., the City has the option of overriding the inconsistency determination with a two-thirds vote of the entire body of the City Council. Should the overruling be successful, an Avigation Easement shall be dedicated.²² Avigation Easements provide notice to future owners and occupants of buildings that there would be aviation activity around them. Avigation Easements are important disclosures both for the public and airfield operators to ensure aviation activity is taken into consideration.²³ Because of inconsistency with the CLUP's noise policies, the Project would result in a **significant** land use impact with respect to airport noise policies.

MITIGATION MEASURE. Mitigation Measure NOI-1.3, as discussed in Section 3.6, *Noise*, would reduce the impacts of airport noise by requiring noise treatments to provide interior residential noise levels of 45 dBA CNEL, but no feasible mitigation exists to reduce outdoor noise levels to below 65 dBA CNEL, and, thus, the land use policy conflict would result in a **significant and unavoidable** impact.

Impact LU-3: Conflicts with Adopted City Land Use Plans and Policies Other than Jobs/Housing Balance and Airport Noise. The Project would be generally consistent with applicable land use plans, policies, or regulations of an agency with jurisdiction over the Project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. (LTS)

Consistency with the General Plan

Land Use Designations. As shown in Figures 3.1-1 and 3.1-2, the Project site is currently designated for Parks/Open Space (Parcels 1–4) and Regional Commercial (Parcel 5) land uses, and the existing General Plan would maintain these designations for the Project site through Phase III (2025–2035) of the General Plan. The Parks/Open Space designation has no applicable FAR or associated density. The Regional Commercial designation has a 0.60 FAR for development. The Project would include office buildings, retail and entertainment facilities, residential units, hotel rooms, open spaces, new roadways and access points, and surface and structured parking facilities. Therefore, the Project would not be consistent with the existing land use designation. The inconsistency with land use designations does not, by itself, constitute a significant environmental impact because the land use designations were not enacted to mitigate or lessen environmental effects as a primary objective.

In order to accommodate high intensity, urban-oriented development, a new General Plan land use classification (Urban Center/Entertainment District) is proposed within the Mixed-Use Designations category. The following language, which is proposed to be incorporated into the General Plan, outlines the allowed uses for the recommended Urban Center/Entertainment District land use classification:

²¹ County of Santa Clara, Department of Planning and Development. 2014. *Consider a Referral from the City of Santa Clara for a General Plan Amendment and Rezoning to a Planned Development Master Community Zoning District Master Community Plan of a 230-acre Site*. November. Available: http://sccgov.iqm2.com/citizens/Detail_LegiFile.aspx?MeetingID=5178&ID=74203. Accessed: June 18, 2015.

²² Airport Land Use Commission. Memorandum from Mark J. Connolly, ALUC Staff Coordinator to Debby Fernandez, City of Santa Clara Planning Division. June 25, 2015.

²³ County of Santa Clara, Department of Planning and Development. 2014. *Consider a Referral from the City of Santa Clara for a General Plan Amendment and Rezoning to a Planned Development Master Community Zoning District Master Community Plan of a 230-acre Site*. November. Available: http://sccgov.iqm2.com/citizens/Detail_LegiFile.aspx?MeetingID=5178&ID=74203. Accessed: June 18, 2015.

This classification is intended for local and regional scale destinations that feature a mixture of some or all of the following pedestrian-oriented commercial retail and services, urban residential, hotel, and employment generating uses within a defined planning area. It accommodates an intensity of development intended to create a lively place of focus for community and commerce. Master planned projects are encouraged, which may proceed through multiple phases and may entail several individual parcels or development areas. The intensity of development within individual parcels or sub-areas may vary, thereby allowing a more dense urban form in key locations (for example, concentrated employment, retail services, and/or housing served by nearby transit facilities). The planning area may be designated as one of the following:

- Low Intensity Urban Center that allows an overall project that shall not exceed a gross FAR of 1.0 for all combined office, commercial, retail and hotel uses; or
- High Intensity Urban Center that allows an overall project that shall not exceed a gross FAR of 2.0 for all combined office, commercial, retail and hotel uses.

Accordingly, this classification accommodates a wide variety and mix of commercial activities serving residents, businesses and visitors from the local community and surrounding region. Some combination of the following uses are allowed in vertical or horizontal mixed-use arrangements: 1) retail sales and services; 2) restaurants and other food and beverage uses; 3) entertainment venues such as cinemas, performance venues, other interactive experiences, and active open space and plaza amenities; 4) hotels; 5) corporate and general office; 6) commercial services; and 7) compatible uses of a similar commercial character. Auto-oriented uses such as drive-through restaurants and auto service facilities are not appropriate uses.

Medium to very high density residential use (ranging from 37 to 90 dwelling units per acre) is also suitable to this classification; while not subject to FAR limitations, the buildings could be restricted by FAA [Federal Aviation Administration] or other applicable height restrictions/regulations. The integration of urban scale housing is intended to contribute to a balanced community, reduce reliance on the automobile, and promote the desired pedestrian-oriented character. Horizontal and vertical mixing of compatible uses is permissible, bringing residents and workers in close proximity to basic services and desirable conveniences. Mixed-use developments that afford active lower floor(s) retail or commercial space along street frontages with residential units arranged on upper floors are especially fitting as part of an urban core.

Development should support alternative modes of travel, incorporating accommodations for transit users, bicyclists, and pedestrians, as well as utilizing and incentivizing transportation demand management. Parking should be provided in a manner that does not disrupt the desired pedestrian-orientation, and instead is arranged and scaled to help activate street spaces. Shared parking among compatible uses is encouraged. Both structured and surface parking are permissible, as appropriate to location and uses.

Open spaces and landscape features that enhance the public realm and meet the active and passive recreational needs of multiple users shall be incorporated throughout a project. In particular, open spaces should encompass some or all of the following: at-grade plazas, greens, and similar shared outdoor spaces suitable for formal and informal gatherings, as well as pedestrian-friendly streetscapes that feature wide sidewalks, canopy trees, street furniture, and other amenities. Upper/podium level courtyards and terraces, as well as public and private rooftop gardens, are also encouraged.

The proposed General Plan Amendment, including the land use classification described above, would meet the intent of the land use policies as described in detail below and in Table 3.1-7. Because of the general consistency with land use policies, any potential conflicts with the General Plan related to the new land use classification would be *less than significant*.

Goals and Policies. Table 3.1-7, presented later in this section, outlines the General Plan goals and policies that have been identified as (1) applicable to the Project and (2) adopted for the purpose of

avoiding or mitigating an environmental effect, then describes environmental effects and potential incompatibilities. In Table 3.1-7, a determination of “Consistent” or “Inconsistent” has been provided for each policy. The determination of whether the Project would conflict with applicable policies is based on the environmental analysis provided in the applicable resource sections of this Draft EIR. Table 3.1-7 describes the general consistency with each of the relevant General Plan elements.

Although the table shows some inconsistencies with the General Plan, the ultimate determinations of General Plan consistency can and will be made by City Council. The ultimate finding of General Plan consistency does not require that a project be entirely consistent with each individual General Plan policy. A proposed project can be generally consistent with a general plan even though the project may not promote every applicable goal and policy. The Project would generally be consistent with applicable goals, policies, and actions, resulting in a *less-than-significant impact*.

Cumulative Impacts

Because land use policies are regional in scope, the geographic context for cumulative impacts associated with land use issues is broader than just the City and includes regional growth projected by ABAG.²⁴ Past, present, and future cumulative development within this geographic context assumes full build-out of the general plans of the nine ABAG counties and associated cities as well as the development envisioned in the Goals and Policies chapter of the City’s General Plan, including the projects identified in Section 3.0, *Environmental Impact Analysis*.

Cumulative impacts are addressed only for those thresholds that would result in a Project-related impact, whether it be less than significant, significant, or significant and unavoidable. If the Project would result in no impact with respect to a particular threshold, it would not contribute to a cumulative impact. Therefore, no analysis would be required.

The Project would have no impact related to the physical division of an established community or conflict with a habitat conservation plan or natural community conservation plan. Therefore, these topics were not analyzed for cumulative impacts. The cumulative analysis examines the effects of the Project in the relevant geographic area in combination with those of other current projects, probable future projects, and projected future growth. Physical environmental impacts from conflicts with the CLUP and City policies related to airport noise are discussed under Impact NOI-5 in Section 3.6, *Noise*.

Impact C-LU-1: Cumulative Land Use Impacts. The Project, in combination with other foreseeable development in the nine-county ABAG region, would be inconsistent with some applicable land use plans, policies, and regulations, including those policies aimed at improving the City’s jobs/housing balance. (SU)

As noted, CEQA requires an EIR to consider whether a proposed project may conflict with any applicable land use plan, policy, or regulation that was adopted for the purpose of avoiding or mitigating an environmental impact. This environmental determination differs from the larger policy determination of whether a proposed project is consistent with a jurisdiction’s general plan. Regional growth in general is reviewed for consistency with adopted land use plans and policies by the individual cities and counties in the geographic context in accordance with the requirements of CEQA, which require findings of plan and policy consistency prior to approval of entitlements for development. This process applies to all

²⁴ The nine-county ABAG region includes Alameda County, Contra Costa County, Marin County, Napa County, San Francisco County, San Mateo County, Santa Clara County, Solano County, and Sonoma County.

projects identified in Table 3.0-1. Project consistency with land use policies or regulations adopted for the purpose of avoiding or mitigating an environmental impact is similarly evaluated for each individual project and addressed in the analysis for each specific resource area. For example, if an individual project were to result in impacts on special-status species, that would be addressed in the Biological Resources section of that project's EIR or other environmental documents. The environmental evaluation for a project would also include an analysis of impacts on protected species on a cumulative basis.

Consistency with land use plans and policies is inherently a project-specific issue. Each jurisdiction determines project consistency at the project level. Typically, there would be no cumulative impact from development in the ABAG region because the growth associated with a particular project would have been accounted for in the relevant jurisdiction's planning documents and incorporated into ABAG projections. It is assumed that all projects, with the exception of Tasman East, identified in Section 3.01, *Environmental Impact Analysis*, are accounted for in the general plans of the respective cities and, in turn, included in ABAG projections. The Project is generally consistent with applicable goals, policies, and actions outlined in the City's General Plan. However, the Project would be inconsistent with goals and policies in the City's General Plan that promote a jobs/housing balance. As discussed in Impact LU-1, the Project would exacerbate the city's job/housing imbalance significantly. Even with implementation of Mitigation Measure LU-1.1, which supports City consideration of higher residential densities in the city and residential land uses in non-residential areas to address the City's job/housing imbalance and mitigate the Project's contribution to this imbalance, there is uncertainty regarding implementation of the mitigation measure because it relies on approval from the City Council. The Project would thus result in a significant and unavoidable impact related to the City's jobs/housing balance. The jobs/housing imbalance manifests itself in longer travel trips and associated traffic congestion, criteria pollutant emissions, and GHG emissions. The physical environmental impacts associated with the jobs/housing imbalance are discussed throughout this Draft EIR, specifically in Section 3.3, *Transportation/Traffic*; Section 3.4, *Air Quality*; and Section 3.5, *Greenhouse Gas Emissions*. In addition, as discussed in Section 4.4, *Growth-Inducing Impacts*, the Project would induce population and housing growth, which could have secondary environmental impacts, although the location of such growth and the character of such secondary impacts cannot be precisely known at this time.

As discussed above, growth that would result from the Project is not accounted for in City's General Plan, nor is it anticipated in regional planning efforts. In addition to the Project, Tasman East contains 1,820 dwelling units that are not accounted for in the growth projections for the City's General Plan. Thus, cumulative land use impacts related to policy consistency are considered significant because unplanned growth from the Project and Tasman East combined could result in significant impacts on the environment.

The Project would result in a cumulatively considerable contribution to this impact because it would exacerbate the City's job/housing imbalance significantly, which would manifest in other significant secondary physical environmental impacts. As discussed above, Mitigation Measure LU-1.1 would not mitigate the Project's contribution to this imbalance because there is uncertainty regarding implementation of this measure, which relies on approval from the City Council. Because no feasible mitigation measures are available to reduce this impact to a less-than-significant level, this is considered a **significant and unavoidable** cumulative impact.

Table 3.1-7. Comparison of the Project to General Plan Goals and Policies

General Plan Goal/Policy	Consistency Analysis
General Land Use Goals and Policies	
<p>Goal 5.1.1-G1: Cohesive, integrated planning that restrains premature development prior to the necessary supportive infrastructure has been programmed for each phase of the Progressive General Plan.</p>	<p>CONSISTENT. The Project is not included in the phased development of the General Plan, which assumes that the Project site will retain its Parks/Open Space designation. However, the Project proposes phased development, with full build-out in 2030, and installation of the necessary infrastructure improvements and expansions during construction of each phase. The infrastructure improvements are discussed in detail in Section 3.14, <i>Utilities and Service Systems</i>. The Project would include cohesive, integrated planning that would restrain premature development prior to installation of the necessary supportive infrastructure, as detailed in the Infrastructure Master Plan prepared for the Project.</p>
<p>Goal 5.3.1-G3: Development that minimizes vehicle miles traveled, capitalizes on public investment in transit and infrastructure, and is compatible with surrounding uses.</p>	<p>CONSISTENT. As discussed in Section 3.3, <i>Transportation/Traffic</i>, the Project would result in an overall increase in vehicle miles traveled because of imbalance between the number of projected on-site employees and residents. Nevertheless, the Project site is within walking distance of two VTA light-rail stations and the heavy-rail Great America Station, which is served by Amtrak, Capital Corridor, and ACE. The Project is not envisioned in the General Plan but is, nevertheless, largely consistent with surrounding uses including Levi’s Stadium, the Hyatt Regency Hotel, the Convention Center, Great America Amusement Park, and the Santa Clara Gateway office complex adjacent to the site. Overall, due to the adjacency of public transit, and compatibility with surrounding uses, the Project would be largely consistent with this policy.</p>
<p>Goal 5.3.1-G4: Opportunities for public participation in the review process for new development and other related planning efforts.</p>	<p>CONSISTENT. Opportunities for public participation will be provided in accordance with the State CEQA Guidelines throughout the Project development process. An NOP for Parcel 5 was published on July 10, 2014, for a 30-day review period, with a public scoping meeting on July 31, 2014. An NOP for Parcels 1–4 was released on July 30, 2014, and the public scoping meeting was held on August 12, 2014. The comments received during the NOP comment periods have been considered and addressed throughout this Draft EIR, which will be released for a 45-day public review period, during which time public participation will be encouraged. Comments received during this time will be addressed in the</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.3.1-P1:</i> Preserve the unique character and identity of neighborhoods through community-initiated neighborhood planning and design elements incorporated in new development.</p>	<p>Final EIR. Should the EIR be certified, public participation will still occur throughout Project development, including at public hearings for Project entitlement approvals.</p> <p>CONSISTENT. As discussed in Section 3.2, <i>Aesthetics</i>, the proposed buildings, as seen from nearby residential neighborhoods, would not be a significant feature. Because of distance and intervening structures and vegetation, views of the buildings from existing neighborhoods would be largely blocked. The proposed buildings would reflect an architectural design that would be similar to that of existing compatible development in the area. The Master Community Plan for the Project would include design guidelines and development standards for site planning, architectural character, landscaping, signage, and lighting. Individual parcel development would be required to adhere to the design guidelines in the Master Community Plan adopted by the City for the Project. Therefore, the Project would not change the unique character or identity of neighborhoods.</p>
<p><i>Policy 5.3.1-P2:</i> Encourage advance notification and neighborhood meetings to provide an opportunity for early community review of new development proposals.</p>	<p>CONSISTENT. Scoping meeting notices were sent to residents to notify them of the 30-day NOP comment period. A specific radius was not applied to the mailing; instead, the City identified properties and neighborhoods that are located in proximity to the Project site. Meetings related to Project development and environmental review have been, and will continue to be, advertised prior to scheduled meetings, according to State CEQA Guidelines and City procedures.</p>
<p><i>Policy 5.3.1-P3:</i> Support high quality design consistent with adopted design guidelines and the City’s architectural review process.</p>	<p>CONSISTENT. The buildings would reflect an architectural design that would be similar to that of existing compatible development in the area. The Master Community Plan adopted by the City for the Project will include design guidelines and development standards. Per Section 18.56.110 of the Santa Clara City Code, architectural review of the Project will be conducted through review and approval of the Development Area Plan for each parcel by the Planning Commission and City Council. Individual parcel development will be required to adhere to the design guidelines in the Master Community Plan.</p>
<p><i>Policy 5.3.1-P4:</i> Encourage new development that meets the minimum intensities and densities specified in the land use classifications or as defined through applicable Focus Area, Neighborhood Compatibility or Historic Preservation policies of the General Plan.</p>	<p>CONSISTENT. Under the General Plan Amendment for the Urban Center/Entertainment District land use designation, f the Project site would be designated Low-Intensity Urban Center and have a gross FAR limit of 1.0 for all combined office, commercial, retail, and hotel uses. There are no minimum intensities or densities associated with the Low-</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.3.1-P6:</i> Allow planned development only if it is consistent with General Plan land use density and intensity requirements and provides a means to address unique situations to achieve high community design standards that would otherwise not be feasible.</p>	<p>Intensity Urban Center land use designation. Both Project schemes would have an average FAR of 0.93 across the Project site.</p> <p>CONSISTENT. The Project would require a General Plan Amendment to change the land use designation from Parks/Open Space and Regional Commercial to Urban Center/Entertainment District. The new land use designation would provide the means for permitting a new development and making efficient use of the unique characteristics of the Project site while ensuring compatibility with existing and future development in the area (refer to Policy 5.3-1-P3).</p>
<p><i>Policy 5.3.1-P10:</i> Provide opportunities for increased landscaping and trees in the community, including requirements for new development to provide street trees and a minimum 2:1 on- or off-site replacement for trees removed as part of the proposal to help increase the urban forest and minimize the heat island effect.</p>	<p>CONSISTENT. The Project would require the removal of all existing trees at the Project site. Currently, there are approximately 1,405 trees at the Project site, 951 of which are protected. The Project would be required to replace the trees at a 2:1 ratio. Therefore, the Project would plant approximately 2,810 trees, either at the Project site or off-site. In addition, up to 234 trees (153 of which are protected) could be removed at Tasman East for the Lick Mill Boulevard extension and road widening; up to 104 trees (79 of which are protected) could be removed at the Convention Center for the potential Fire Station 10 and the roadway over San Tomas Aquino Creek to Parcel 4. These trees would also be replaced at a 2:1 ratio on- or off-site.</p>
<p><i>Policy 5.3.1-P11:</i> Encourage new developments proposed within a reasonable distance of an existing or proposed recycled water distribution system to utilize recycled water for landscape irrigation, industrial processes, cooling and other appropriate uses to reduce water use consistent with the CAP.</p>	<p>CONSISTENT. The Project site is currently connected to a recycled water system for irrigation of the golf course. The Project site would be irrigated with recycled water, which may also be considered for use in water features, mechanical cooling systems, and toilet flushing. The San José/Santa Clara Water Pollution Control Plant’s South Bay Water Recycling facility is located northeast of the Project site. The proposed recycled water distribution system for the Project site would be designed so that each parcel would have its own internal distribution system. The recycled water system for each parcel would have two points of connection to maintain recycled water service at all times.</p>
<p><i>Policy 5.3.1-P12:</i> Encourage convenient pedestrian connections within new and existing developments.</p>	<p>CONSISTENT. Pedestrian connections would be constructed throughout the Project site, as discussed in Chapter 2, <i>Project Description</i>. Pedestrian paseos would be included within Parcel 4 and, potentially, Parcel 1 that would connect to the proposed buildings. In addition, a major pedestrian paseo would be provided to connect Stars and Stripes Drive and Parcel 5 to the majority of Parcel 4. Another major pedestrian paseo would connect the proposed City Place Parkway with development at Parcel 3.</p>

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<p><i>Policy 5.3.1-P13: Support high density and intensity development within a quarter-mile of transit hubs and stations and along transit corridors.</i></p>	<p>CONSISTENT. The Project would include high-density mixed-use development. The Project site is currently within walking distance of two VTA light-rail stations and the heavy-rail Great America Station, which is served by Amtrak, Capital Corridor, and ACE.</p>
<p><i>Policy 5.3.1-P14: Encourage Transportation Demand Management strategies and the provision of bicycle and pedestrian amenities in all new development greater than 25 housing units or more than 10,000 non-residential square feet, and for City employees, in order to decrease use of the single-occupant automobile and reduce vehicle miles traveled consistent with the CAP.</i></p>	<p>CONSISTENT. Transportation Demand Management (TDM) strategies would be required by Mitigation Measure TRA-1.1 and would help reduce the number of vehicle trips to/from the Project site. On-site design measures may include secured bicycle facilities and preferred carpool and vanpool parking. Participation by major employers in programs that would reduce VMT would be encouraged, potentially including efforts that would promote private commuter bus service, carpooling, vanpooling, ridesharing, parking management, subsidized transit passes for employees, telecommuting, and flexible work schedules. Additionally, bicycle and pedestrian connections and amenities would be constructed throughout the Project site to encourage alternate modes of transportation. With an amendment to the Climate Action Plan (CAP), as discussed in Section 3.5, <i>Greenhouse Gas Emissions</i>, it is considered feasible for the Project to meet the VMT reductions called for by CAP Measure 6.1.</p>
<p><i>Policy 5.3.1-P15: Require new developments and major public infrastructure projects to include adequate rights-of-way to accommodate all modes of transportation.</i></p>	<p>CONSISTENT. A new on-site street network, composed of both public and private streets, and improvements to some of the off-site roadways and intersections outside of the Project site would be constructed to serve the Project. Refer to Policy 5.3.1-P12 for a discussion of pedestrian amenities. The proposed bicycle facilities are described in Chapter 2, <i>Project Description</i>. Adequate rights-of-way would be provided to accommodate all modes of transportation.</p>
<p><i>Policy 5.3.1-P16: Consolidate curb cuts with new development on arterial roadways to minimize pedestrian/vehicle conflicts at driveway locations and improve traffic flow.</i></p>	<p>CONSISTENT. New driveways/vehicular access points would be provided on Great America Parkway (from the Convention Center and, potentially, from Santa Clara Gateway), Lafayette Street, and Tasman Drive (via Tasman East). The Project would install signalized intersections and appropriate pedestrian facilities at these new access points on the existing arterial roadways, as described in Chapter 2, <i>Project Description</i>. Therefore, the pedestrian/ vehicle conflicts at driveway locations would be minimized, and traffic flow would most likely be minimally affected.</p>
<p><i>Policy 5.3.1-P18: Meter net new industrial and commercial development excluding “Approved/Not Constructed and Pending Projects” identified on Figure 2.1-1 so as not to exceed 2.75 million square feet in Phase I, 5.5</i></p>	<p>INCONSISTENT. The Project would include commercial development not identified in the City’s General Plan, including retail, office, hotel, and entertainment uses. The Project could include up to 8.96 million gsf of</p>

General Plan Goal/Policy	Consistency Analysis
<p>million square feet in Phase II and 5.5 million square feet in Phase III in order to maintain the City’s jobs/housing balance and ensure adequate infrastructure and public services.</p>	<p>commercial development. Therefore, the Project would exceed the commercial caps outlined for Phases I, II, and III. In addition, the Project would worsen the jobs/housing ratio. Although adequate infrastructure and public services would be provided, the Project would remain inconsistent with this policy. Please refer to the discussion in Impact LU-1.</p>
<p><i>Policy 5.3.1-P24:</i> Coordinate sign programs for commercial uses to promote continuity, improve streetscape design and reduce visual clutter.</p>	<p>CONSISTENT. Signage installed at the Project site would be required to adhere to the design guidelines in the Master Community Plan for the Project to be adopted by the City Council. Individual parcel development would be required to adhere to the design guidelines in the Master Community Plan and Development Area Plan for each parcel.</p>
<p><i>Policy 5.3.1-P27:</i> Encourage screening of above-ground utility equipment to minimize visual impacts.</p>	<p>CONSISTENT. The Project would include screening of aboveground utility equipment to minimize visual impacts. Screening would be consistent with the design guidelines adopted for the Project in the Master Community Plan for the Project and Development Area Plan for each parcel.</p>
<p><i>Policy 5.3.1-P29:</i> Encourage design of new development to be compatible with, and sensitive to, nearby existing and planned development, consistent with other applicable General Plan policies.</p>	<p>CONSISTENT. Individual parcel development would be required to adhere to the design guidelines and development standards in the Master Community Plan for the Project. Adherence to the design guidelines in the Master Community Plan for the Project and Development Area Plan for each parcel would help integrate the Project with nearby development, which includes Levi’s Stadium, the Convention Center, Santa Clara Gateway, and other nearby developments.</p>
<p><i>Policy 5.3.1-P33:</i> Implement, and regularly update, the City’s adopted Climate Action Plan to reduce greenhouse gas emissions and meet the established goals consistent with State regulations.</p>	<p>CONSISTENT. As discussed in Section 3.5, <i>Greenhouse Gas Emissions</i>, with implementation of Mitigation Measure GHG-1.2 and the CAP amendment, the Project would be consistent with all of the required CAP measures for new development. Please refer to the discussion in Impact GHG-3 in Section 3.5, <i>Greenhouse Gas Emissions</i>.</p>

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Consistency Analysis

Residential Land Use Goals and Policies

Goal 5.3.2-G4: Respect for the existing character and quality of adjacent neighborhoods from new residential development and redevelopment.

CONSISTENT. Views of the Project site are largely blocked from nearby residential neighborhoods in Santa Clara (to the south), San José (to the north and east), and Sunnyvale (to the west). However, because of the building heights proposed, some buildings might be visible at a distance. The Project buildings would appear integrated and visually consistent with surrounding development in the overall landscape. In addition, individual parcel development would be required to adhere to the design guidelines and development standards in the Master Community Plan and Development Area Plan for each parcel, which would integrate the Project with nearby residential development.

Policy 5.3.2-P2: Encourage higher-density residential development in transit and mixed-use areas and in other locations throughout the City where appropriate.

CONSISTENT. The Project would incorporate mixed-use development with high- and low-intensity office, residential, commercial, retail, and hotel uses adjacent to major transit nodes. Up to 1,360 high-density housing units could be provided in an area that is accessible to local and regional public transportation.

Policy 5.3.2-P3: Encourage below-grade parking and parking structures for development in Medium Density and High Density designations.

CONSISTENT. The Project would include above-grade parking structures on all five parcels. Because of the existing landfill, the Project would not be able to provide underground parking across the entire site. However, depending on the finish grades across the parcels, there may be areas where the upper slab of the podium configuration could be elevated above the lower slab enough to allow one level or more of parking to be inserted between the slabs with utility extensions that would be suspended from the upper slab. Therefore, the Project would provide below-grade parking to the greatest extent possible, considering the site constraints.

Policy 5.3.2-P11. Maintain the existing character and integrity of established neighborhoods through infill development that is keeping with the scale, mass, and setbacks of existing or planned adjacent development.

CONSISTENT. The Project would include mixed-use development that would be compatible in scale and character with surrounding buildings, including Levi’s Stadium, the Hyatt Regency Hotel, the Convention Center, and the Santa Clara Gateway office complex. Because of distance and intervening vegetation and structures, the Project site is separated from surrounding residential neighborhoods. Individual parcel development would be required to adhere to the design guidelines and development standards in the Master Community Plan and Development Area Plan for each parcel, which would allow for the Project to be similar to existing or planned adjacent development with respect to scale, mass, and setbacks.

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<p><i>Policy 5.3.2-P21:</i> Encourage new housing developments to incorporate design features, programs and incentives for increased transit ridership and decreased parking demand.</p>	<p>CONSISTENT. The Project would include appropriate design features and incentives for increased transit ridership, such as pedestrian connections to nearby transit stops and decreased parking demand. The residential units would be located within walking distance (i.e., 5 to 10 minutes) of several local and regional transit facilities, which would encourage their use. In addition, the Project Developer would be required to implement a TDM plan, which would help increase transit ridership.</p>
<p><i>Commercial Land Use Goals and Policies</i></p>	
<p>Goal 5.3.3-G2: Quality commercial uses throughout the City, particularly along key transportation corridors.</p>	<p>CONSISTENT. The Project would provide opportunities for quality commercial uses at the Project site. It would be adjacent to VTA light-rail service, local bus routes, and a regional train station that is served by Amtrak, Capital Corridor, and ACE.</p>
<p>Goal 5.3.3-G3: Sufficient commercial services for residents and businesses that are accessible using alternate transportation modes.</p>	<p>CONSISTENT. Retail and commercial uses on the site would be accessible for bicyclists and pedestrians with the construction of new sidewalks and bicycle paths. Additionally, because density would be increased, retail and commercial uses would be more concentrated on the site and, therefore, more accessible to alternate transportation modes.</p>
<p>Goal 5.3.3-G4: New commercial uses that respect surrounding neighborhoods and are sited to reduce potential land use conflicts.</p>	<p>CONSISTENT. New commercial (retail) uses would be concentrated mainly in the southern portion of the Project site (Parcels 2, 4, and 5), which would help reduce potential land use conflicts by concentrating retail uses in areas that would be most accessible by alternate modes of transit. This would encourage a reduction in the amount of vehicle traffic generated from the new retail uses on the Project site by diverting vehicle traffic to alternate modes of transit. In addition, the retail uses would be easily accessible from the neighborhoods to the south of Tasman Drive. Regardless, the Project site would be visually and physically separated from the surrounding residential neighborhoods. Office uses would be distributed throughout the Project site, with the largest concentration in the northern parcels. These commercial uses would still be accessible to local and regional public transit and located away from neighborhoods to reduce land use conflicts.</p>
<p><i>Policy 5.3.3-P8.</i> Require quality design for new and redeveloped commercial uses to support the City’s economic development objectives.</p>	<p>CONSISTENT. Individual parcel development would be required to adhere to the design guidelines and development standards in the Master Community Plan for the Project and Development Area Plan for each parcel. This would require the Project to incorporate quality design into new commercial uses.</p>

General Plan Goal/Policy	Consistency Analysis
Mixed-Use Land Use Goals	
<p>Goal 5.3.4-G3: Mixed-use development that maximizes accessibility to alternate transportation modes and integrates pedestrian, bicycle, transit, open space and outdoor uses to encourage active centers.</p>	<p>CONSISTENT. The Project would be a mixed-use project that would emphasize accessibility to alternate transportation modes. The Project site is currently within walking distance of two VTA light-rail stations and the heavy-rail Great America Station. Bicycle and pedestrian networks would be integrated into the site, including on-site bicycle lanes and sidewalks that would connect to existing on- and off-site bicycle lanes and sidewalks. The Project would include commercial, retail, hotel, entertainment, residential, and office uses that would be concentrated around open spaces.</p>
<p><i>Policy 5.3.4-P7:</i> Use design techniques, such as stepping down building heights, and siting incompatible activities, such as loading and unloading, away from residential uses.</p>	<p>CONSISTENT. Individual parcel development would be required to adhere to the design guidelines and development standards in the Master Community Plan for the Project and Development area Plan for each parcel. This would require the Project’s proposed buildings to incorporate design techniques that would be compatible with proposed residential uses.</p>
<p><i>Policy 5.3.4-P13:</i> Encourage pedestrian linkages in mixed-use areas through measures such as enhanced lighting, curb bulb-outs, mid-block pedestrian crossings, pedestrian “refuge” areas in planted medians and pedestrian-oriented building frontages.</p>	<p>CONSISTENT. The Project proposes adding sidewalks and pedestrian paseos throughout the site. Although the current site plans do not include details such as enhanced lighting, curb bulb-outs, or other pedestrian amenities, these elements would be included in the Master Community Plan for the Project and Development Area Plan for each parcel, and incorporated into the final site plans.</p>
<p><i>Policy 5.3.4-P14:</i> Provide a network of streets and pedestrian connections in large mixed-use developments.</p>	<p>CONSISTENT. A complete network of streets and pedestrian connections is proposed. A major pedestrian paseo would extend from Stars and Stripes Drive north to City Place Parkway and from the proposed Avenue B to the office buildings in Parcel 3. Additionally, new sidewalks and pedestrian paseos are proposed to link the parcels together. Figure 2-7 in Chapter 2, <i>Project Description</i>, shows the proposed new roadways and roadway extensions.</p>
<p><i>Policy 5.3.4-P15:</i> Maximize opportunities to connect streets, bicycle facilities and pedestrian pathways to improve accessibility between mixed-use development and surrounding neighborhoods, parks, open spaces, transit and public amenities. Provide clear signage, high visibility, adequate lighting and special paving to enhance pedestrian and bicycle facilities.</p>	<p>CONSISTENT. A bicycle and pedestrian network is proposed that would connect streets and improve accessibility between the Project site and surrounding neighboring land uses and adjacent development. Bicycle and pedestrian facilities, such as signage, lighting, and paving, would be included in the final site plan.</p>

General Plan Goal/Policy	Consistency Analysis
<i>Office and Industrial Land Use Goals and Policies</i>	
<p>Goal 5.3.5-G3: Higher-intensity employment centers located near major transit services and major transportation corridors to reduce vehicle miles traveled.</p>	<p>CONSISTENT. As discussed in Section 3.3, <i>Transportation/Traffic</i>, the Project would increase VMT because of on-site employment densities and residential development. Nevertheless, the Project site is currently within walking distance of two VTA light-rail stations and the heavy-rail Great America Station, which is served by Amtrak, Capital Corridor, and ACE. Therefore, due to the adjacency of several transit services, the Project is generally consistent with this goal.</p>
<p><i>Policy 5.3.5-P7:</i> Require building heights to conform to the requirements of the Federal Aviation Administration, where applicable.</p>	<p>CONSISTENT. The Project’s tallest building is projected to be approximately 17 stories, or approximately 190 feet above the future on-site street grade. Project building heights would not exceed 219 feet above msl, which is consistent with FAA hazard height limits at SJC.</p>
<p><i>Policy 5.3.5-P8:</i> Encourage the provision of services and amenities as part of larger developments in employment areas that cater to lunchtime and service needs, such as dry cleaners, to reduce vehicle miles traveled.</p>	<p>CONSISTENT. As discussed in Section 3.3, <i>Transportation/Traffic</i>, the Project would increase VMT. Nevertheless, on-site office buildings, which would be located on all parcels under Scheme A and Scheme B, would be located in proximity to the Project’s retail and commercial locations, which would provide services and amenities for on-site employees. At a minimum, lunchtime and service needs would be provided at Parcels 4 and 5 to reduce VMT during the workday. In addition, retail and restaurant services on Parcel 4 would be easily accessible for employees at Parcels 1, 2, 3, and 5.</p>
<i>Archaeological and Cultural Resources Goals and Policies</i>	
<p>Goal 5.6.3-G1: Protection and preservation of cultural resources, as well as archaeological and paleontological sites.</p>	<p>CONSISTENT. The Project could disturb cultural resources. However, the majority of the Project site is on top of a landfill; therefore, minimal ground disturbance would occur that could affect archaeological and paleontological sites. Regardless, for areas where ground disturbance could occur, such as at Parcel 5, Tasman East, the Convention Center, San Tomas Aquino Creek, the Retention Basin, and off-site infrastructure improvement areas, Mitigation Measures CR-1.1 through CR-1.3 (archaeological resources) and CR-2.1 through CR-2.3 (paleontological resources) would reduce impacts to a less-than-significant level.</p>

General Plan Goal/Policy	Consistency Analysis
<p>Goal 5.6.3-G2: Appropriate mitigation in the event that human remains, archaeological resources or paleontological resources are discovered during construction activities.</p>	<p>CONSISTENT. As stated in Section 3.7, <i>Cultural Resources</i>, the Project would implement Mitigation Measures CR-1.1 through CR-1.3 (archaeological resources), CR-2.1 through CR-2.3 (paleontological resources), and CR-3.1 (human remains) in the event that archaeological resources, paleontological resources, or human remains are discovered during construction activities.</p>
<p><i>Policy 5.6.3-P1:</i> Require that new development avoid or reduce potential impacts to archaeological, paleontological and cultural resources.</p>	<p>CONSISTENT. The Project site is underlain mostly by landfill; therefore, the area is not considered sensitive for cultural resources. The Project site is also located adjacent to San Tomas Aquino Creek and the Guadalupe River. The Project would avoid most impacts on cultural resources. However, the Project would require ground-disturbing activities at Parcel 5, new access points, and the replacement fire station. Therefore, the Project would implement Mitigation Measures CR-1.1 through CR-1.3, CR-2.1 through CR-2.3, and CR-3.1 in the event that archaeological resources, paleontological resources, or human remains are discovered during construction activities.</p>
<p><i>Policy 5.6.3-P2:</i> Encourage salvage and preservation of scientifically valuable paleontological or archaeological materials.</p>	<p>CONSISTENT. Mitigation Measures CR-1.1 through CR-1.3 and CR-2.1 through CR-2.3 would encourage the salvage and preservation of scientifically valuable paleontological and archaeological materials in the event of their discovery.</p>
<p><i>Policy 5.6.3-P3:</i> Consult with California Native American tribes prior to considering amendments to the City’s General Plan.</p>	<p>CONSISTENT. Native American consultation for this Project is ongoing; records will be updated as responses are received. Appendix 3.7 of this document contains all correspondence related to this Project between the City and Native American contacts to date.</p>
<p><i>Policy 5.6.3-P4:</i> Require that a qualified paleontologist/archaeologist monitor all grading and/or excavation if there is a potential to affect archaeological or paleontological resources, including sites within 500 feet of natural water courses and in the Old Quad neighborhood.</p>	<p>CONSISTENT. The Project site is not located in the Old Quad neighborhood but is within 500 feet of natural watercourses. Mitigation Measures CR-1.1 through CR-1.3 and CR-2.1 through CR-2.3 would require a qualified paleontologist/archaeologist to monitor all grading and/or excavation if potential for the discovery of cultural resources exists.</p>
<p><i>Policy 5.6.3-P5:</i> In the event that archaeological/paleontological resources are discovered, require that work be suspended until the significance of the find and recommended actions are determined by a qualified archaeologist/paleontologist.</p>	<p>CONSISTENT. Mitigation Measures CR-1.3 and CR-2.3 require work to be suspended if cultural resources are encountered during ground-disturbing activities. The Project would be required to implement these mitigation measures.</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.6.3-P6:</i> In the event that human remains are discovered, work with the appropriate Native American representative and follow the procedures set forth in State law.</p>	<p>CONSISTENT. Mitigation Measure CR-3.1 would require that work stop if human remains are encountered during ground-disturbing activities. The County Coroner would be notified, and if the remains are determined to be Native American, the Coroner would notify the Native American Heritage Commission (NAHC).</p>
<p><i>General Mobility and Transportation Goals and Policies</i></p>	
<p>Goal 5.8.1-G1: Transportation networks that support the General Plan Major Strategies as well as the Goals and Policies for Prerequisites, Land Use, Focus Areas, Neighborhood Compatibility, Public Services and Environmental Quality.</p>	<p>CONSISTENT. The new on-site interior streets and access driveways would support General Plan major strategies as well as goals and policies, as discussed in more detail above and below.</p>
<p>Goal 5.8.1-G3: Transportation networks that promote a reduction in the use of personal vehicles and vehicle miles traveled.</p>	<p>CONSISTENT. As discussed in Section 3.3, <i>Transportation/Traffic</i>, the Project would result in an increase in VMT. However, the Project would use the existing and future transportation network to reduce this effect to the greatest extent possible. The new roadways, bicycle paths, and sidewalks throughout the site would connect to existing transit options that are currently within walking distance of the site. VTA operates three local, one limited-stop, and two express bus routes at the Old Ironsides/Great America stop located south of the Project site. VTA operates several light-rail stops along Tasman Drive, south of the Project site, including Champion Station, Lick Mill Station, and Great America Station. Amtrak, Capitol Corridor, and ACE operate in the UPRR right-of-way and provide service to the Project area at the heavy-rail Great America Station. Construction of minor arterials, collector roads, and local streets with sidewalks and bike paths that connect to existing major arterials would allow greater access to the Project site and greater access to different modes of transit.</p>
<p><i>Policy 5.8.1-P2:</i> Link all City transportation networks, including pedestrian and bicycle circulation, to existing and planned regional networks.</p>	<p>CONSISTENT. The Project proposes constructing new transportation networks, including pedestrian paseos from the proposed 3rd Street to the existing Stars and Stripes Drive, pedestrian paseos to link new streets on the Project site, and sidewalks throughout the Project site. These new pedestrian facilities would connect the Project site to regional bus and rail systems, including VTA, Amtrak, Capitol Corridor, and ACE. New bicycle networks would also be constructed throughout the Project site, linking major north-south and east-west arterials. Proposed bicycle lanes would connect SR 237 to Tasman Drive in the north-south direction as well as Great America Parkway to Lick Mill Boulevard in the east-west direction. Other bike lanes would be constructed within the</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.8.1-P4:</i> Expand transportation options and improve alternate modes that reduce greenhouse gas emissions.</p>	<p>Project site as well, which would also connect to regional rail systems. CONSISTENT. The Project would expand transportation options and improve alternate modes of transit, which would help reduce GHG emissions by constructing new bicycle lanes, paths, and routes as well as new pedestrian paseos and sidewalks. A dense, compact bicycle and pedestrian network that links to the bus and rail system south and east of the Project site would allow greater flexibility and transportation choices.</p>
<p><i>Policy 5.8.1-P5:</i> Work with local, regional, State and private agencies, as well as employers and residents, to encourage programs and services that reduce vehicle miles traveled.</p>	<p>CONSISTENT. As discussed in Section 3.3, <i>Transportation/Traffic</i>, the Project would result in an increase in VMT. However, the TDM plan required for the Project per Mitigation Measure TRA-1.1 would help to reduce the number of vehicle trips to/from the Project site.</p>
<p><i>Roadway Network Goals and Policies</i></p>	
<p>Goal 5.8.2-G3: A roadway network designed to accommodate alternate transportation modes in addition to vehicles.</p>	<p>CONSISTENT. The proposed roadway network includes bicycle lanes along City Place Parkway, Avenue A, 2nd Street, Lick Mill Boulevard, and around the plazas on Parcels 1 and 2 within the Project site. Bicycle paths are proposed adjacent to Lafayette Street and along City Place Parkway. They would also connect the Guadalupe River Trail to Parcels 1 and 2. Sidewalks would be included along minor arterials, collector streets, and local streets within the Project site. Bicycle and pedestrian facilities would be integrated into the roadway network to allow for greater flexibility in transportation choices other than vehicles.</p>
<p><i>Policy 5.8.2-P1:</i> Require that new and retrofitted roadways implement “Full-Service Streets” standards, including minimal vehicular travel lane widths, pedestrian amenities, adequate sidewalks, street trees, bicycle facilities, transit facilities, lighting and signage, where feasible.</p>	<p>CONSISTENT. New roadways would implement “Full-Service Street” standards and include minimal vehicular travel lane widths, pedestrian amenities, adequate sidewalks, street trees, bicycle facilities, and lighting and signage. Sidewalks would be constructed on both sides of each new street, and non-motorized pedestrian paseos would be constructed to connect Stars and Stripes Drive and Parcel 5 to the majority of Parcel 4 and the proposed City Place Parkway, with development at Parcel 3. Bicycle paths, lanes, and routes would bisect the Project site and conform to the City’s standards.</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.8.2-P2:</i> Discourage widening of existing roadway or intersection rights-of-way without first considering operational improvements, such as traffic signal modifications, turn-pocket extension and intelligent transportation systems.</p>	<p>CONSISTENT. Operational improvements, such as signal modifications, turn-pocket extensions, and intelligent transportation systems (ITS), were considered, but such improvements would not be able to handle the traffic volumes expected with the Project. New intersections would be added along Great America Parkway and Lafayette Street to accommodate new access points to the Project site.</p>
<p><i>Policy 5.8.2-P3:</i> Encourage undergrounding of utilities and utility equipment within the public right-of-way and site these facilities to provide opportunities for street trees and adequate sidewalks.</p>	<p>CONSISTENT. There are currently overhead Pacific Gas and Electric (PG&E) transmission lines on both sides of Lafayette Street and overhead SVP electric lines on the east side of Lafayette Street, providing design challenges for the proposed urban interchange. The interchange would be required to provide the proper clearances (or necessary relocation or undergrounding) to avoid these utilities. Undergrounding the existing SVP lines would be an option. SVP does not use sub-surface equipment, such as switches and transformers, which would be pad-mounted aboveground. Undergrounding utilities and utility lines would provide space for street trees and sidewalks.</p>
<p><i>Policy 5.8.2-P6:</i> Interconnect and coordinate traffic signals to maximize vehicle flow on the City’s roadway network to reduce the need for roadway widening.</p>	<p>CONSISTENT. New intersections on- and off-site would be constructed with implementation of the Project, and traffic signals would be coordinated to maximize vehicle flows. It is currently anticipated that the Project would not require existing roadway widening.</p>
<p><i>Policy 5.8.2-P8:</i> Minimize disruption of traffic flow resulting from truck traffic and deliveries, particularly during commute hours.</p>	<p>CONSISTENT. Truck traffic would increase during the construction period. Trucks would be used to deliver building materials and export debris to the Zanker Material Processing Facility in San José. Truck trips related to construction would occur over an extended period of time; they would be spread out over 15 years and would not be a permanent impact. Deliveries would be expected to result in minimal disruptions during commute hours.</p>
<p><i>Policy 5.8.2-P9:</i> Require all new development to provide streets and sidewalks that meet City goals and standards, including new development in employment areas.</p>	<p>CONSISTENT. The Project would include construction of new roadways, sidewalks, and bicycle lanes that would connect to public amenities and destinations. The new streets and sidewalks would meet City goals and standards. The design guidelines in the Master Community Plan would require Project streets to include detached sidewalks with planting strips or wider attached sidewalks with tree wells to encourage pedestrian use and safety. Individual parcel development would be required to adhere to the design guidelines and development standards in the Master Community Plan for the Project and Development Area Plan for each parcel.</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.8.2-P12:</i> Coordinate transportation planning with emergency service providers to ensure continued emergency service operations and services.</p>	<p>CONSISTENT. The circulation diagram and access points have been reviewed by the City’s Traffic Engineer and will continue to be enhanced and coordinated with the Santa Clara Fire Department to allow for adequate emergency access to the Project site. Because of increased traffic as a result of the Project, general emergency response times could be affected. However, because replacement Fire Station 10 would be located either on the Project site or immediately adjacent, response times to emergencies on the Project site would not be affected by traffic.</p>
<p><i>Transit Network Goals and Policies</i></p>	
<p>Goal 5.8.3-G2: A transit network that supports a reduction in automobile dependence for residents, employees and visitors.</p>	<p>CONSISTENT. The Project would include construction of new roadways, sidewalks, and bicycle lanes that would connect to the transit network south of the Project site. With the proposed pedestrian paseos, Parcels 2, 4, and 5 would be a 5-minute walk from the heavy-rail Great America Station on the UPRR right-of-way. All parcels would be a 10-minute walk from the Great America Station and Lick Mill VTA Station. Parcels 4 and 5 would be a 10-minute walk from the Great America VTA Station.</p>
<p><i>Policy 5.8.3-P8:</i> Require new development to include transit stop amenities, such as pedestrian pathways to stops, benches, traveler information and shelters.</p>	<p>CONSISTENT. The Project would include new roadways, sidewalks, and bicycle lanes that would connect to the existing transit network south and east of the Project site. With the proposed pedestrian paseos, Parcels 2, 4, and 5 would be a 5-minute walk from the heavy-rail Great America Station on the UPRR right-of-way. All parcels would be a 10-minute walk from the Great America Station and Lick Mill VTA Station. Parcels 4 and 5 would be a 10-minute walk from the Great America VTA Station.</p>
<p><i>Policy 5.8.3-P9:</i> Require new development to incorporate reduced on-site parking and provide enhanced amenities, such as pedestrian links, benches and lighting, in order to encourage transit use and increase access to transit services.</p>	<p>CONSISTENT. The Project would include parking, as allowed for within the proposed Urban Center/Entertainment District. Pedestrian access to transit would be provided throughout the Project site to increase access to transit services. Benches and lighting would also be provided on all of the parcels to facilitate pedestrian access.</p>
<p><i>Policy 5.8.3-P10:</i> Require new development to participate in public/private partnerships to provide new transit options between Santa Clara residences and businesses.</p>	<p>CONSISTENT. As part of the TDM plan required per Mitigation Measure TRA-1.1, the Project would be required to reduce Project office-generated daily traffic by a minimum of 4 percent and peak-hour traffic by a minimum of 10 percent, compared with the traffic estimates used in this EIR, with an overall target of reducing Project residential-generated daily traffic by a minimum of 2 percent and peak-hour traffic by a minimum of 4 percent, compared with the traffic estimates used in this EIR. The TDM Plan shall also include and implement TDM BMPs for retail uses. Section 3.3, <i>Transportation/Traffic</i>, outlines possible TDM</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.8.3-P11:</i> Encourage feeder services to carry commuters to transit stations, including shuttle connections from businesses, residences, and attractions to bus and rail services.</p>	<p>measures, which could include public/private partnerships to provide new transit options for residents and businesses. On-site design measures may include preferred carpool and vanpool parking. Participation by major employers in programs that would reduce the amount of driving would be encouraged, potentially including efforts that would promote private commuter bus service, carpooling, vanpooling, ridesharing, parking management, subsidized transit passes for employees, telecommuting, and flexible work schedules.</p> <p>CONSISTENT. Although the southern parcels (Parcels 2, 4, and 5) are located within walking distance of the VTA, Amtrak, Capital Corridor, and ACE stations, the northern parcels (Parcels 1 and 3) are not as accessible for pedestrians. The TDM plan for the Project required by Mitigation Measure TRA-1.1 could include a shuttle service to/from the nearby transit stations and the on-site businesses and residences. This would promote the use of public transportation.</p>
<p><i>Bicycle and Pedestrian Network Goals and Policies</i></p>	
<p>Goal 5.8.4-G1: Pedestrian and bicycle connections that are accessible throughout the City to all segments of the population.</p>	<p>CONSISTENT. Bicycle and pedestrian connections would be constructed throughout the Project site, as discussed in Chapter 2, <i>Project Description</i>. Pedestrian paseos would be included within Parcel 4 (and potentially Parcel 1) to connect the proposed buildings. In addition, a major pedestrian paseo would be provided to connect Stars and Stripes Drive and Parcel 5 to most of Parcel 4. Another major pedestrian paseo would connect the proposed City Place Parkway to development at Parcel 3. Additionally, bicycle lanes would be constructed along City Place Parkway, Avenue A, 2nd Street, Lick Mill Boulevard, and around the plazas on Parcels 1 and 2 within the Project site. These facilities would increase accessibility for bicyclists and pedestrians.</p>
<p>Goal 5.8.4-G2: A bicycle and pedestrian network that provides links from neighborhoods to public amenities and destinations.</p>	<p>CONSISTENT. The Project would include construction of new roadways, sidewalks, and bicycle lanes that would connect to public amenities and destinations, such as the Guadalupe River Trail, the San Tomas Aquino Creek Trail, the Convention Center, nearby open spaces and parks (such as Fairway Glen Park and Ulistac Natural Area), Levi’s Stadium, Santa Clara Youth Soccer Park, and the Marie P. DeBartolo Sports Centre.</p>

General Plan Goal/Policy	Consistency Analysis
<p>Goal 5.8.4-G3: Walking and bicycling as alternatives to driving to reduce vehicle commute and non-commute trips, and to improve community health and reduce vehicle use.</p>	<p>CONSISTENT. Bicycle and pedestrian connections would be constructed throughout the Project site. This would encourage on-site residents, employees, and visitors to reduce the number of commute and non-commute trips, improve community health, and reduce vehicle use.</p>
<p><i>Policy 5.8.4-P1:</i> Provide a comprehensive, integrated bicycle and pedestrian network that is accessible for all community members.</p>	<p>CONSISTENT. Bicycle and pedestrian connections would be constructed throughout the Project site. These would be connected to existing off-site bicycle lanes and the larger network, including the Guadalupe River Trail and the San Tomas Aquino Creek Trail. Therefore, the Project site would be accessible for all community members.</p>
<p><i>Policy 5.8.4-P2:</i> Provide a system of pedestrian and bicycle friendly facilities that supports the use of alternative travel modes and connects to activity centers as well as residential, office and mixed-use developments.</p>	<p>CONSISTENT. The Project site would include bicycle and pedestrian paseos and support the use of alternative travel modes. Activity centers, particularly the City Center on Parcels 4 and 5, would be accessible to existing and proposed residential, office, and mixed-use developments by way of new sidewalks and bicycle lanes, which would be constructed throughout the Project site.</p>
<p><i>Policy 5.8.4-P3:</i> Link City pedestrian and bicycle circulation to existing and planned regional networks.</p>	<p>CONSISTENT. Refer to Policy 5.8.4-P1. All new roadways associated with the Project would contain appropriate pedestrian facilities. Additionally, bicycle lanes would be constructed along City Place Parkway, Avenue A, 2nd Street, Lick Mill Boulevard, and around the plazas on Parcels 1 and 2 within the Project site.</p>
<p><i>Policy 5.8.4-P5:</i> Design streets to include detached sidewalks with planting strips or wider, attached sidewalks with tree-wells to encourage pedestrian use and safety, as well as to remove barriers and increase accessibility.</p>	<p>CONSISTENT. Current Project plans do not include designs for streets and sidewalks. However, the design guidelines in the Master Community Plan would require Project streets to include detached sidewalks with planting strips or wider attached sidewalks with tree wells to encourage pedestrian use and safety. Individual parcel development would be required to adhere to the design guidelines and development standards in the Master Community Plan for the Project and Development Area Plan for each parcel.</p>
<p><i>Policy 5.8.4-P6:</i> Require new development to connect individual sites with existing and planned bicycle and pedestrian facilities, as well as with on-site and neighborhood amenities/services, to promote alternate modes of transportation.</p>	<p>CONSISTENT. Refer to Policy 5.8.4-P1.</p>
<p><i>5.8.4-P7:</i> Require new development to provide sidewalks, street trees, and lighting on both sides of all streets in accordance with City standards, including new developments in employment areas.</p>	<p>CONSISTENT. The Project would include construction of new roadways, sidewalks, and bicycle lanes that would connect to public amenities and destinations. The new streets and sidewalks would meet City goals and standards. The design guidelines in the Master Community Plan would</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.8.4-P8:</i> Require new development and public facilities to provide improvements, such as sidewalks, landscaping and bicycling facilities, to promote pedestrian and bicycle use.</p>	<p>require Project streets to include detached sidewalks with planting strips or wider attached sidewalks with tree wells to encourage pedestrian use and safety. Lighting for surface parking lots and parking structures would be provided in accordance with City standards. The Project would include trees and hedges in the surface parking lots that would minimize light from fixtures and vehicle headlights. In addition, Mitigation Measure AES-2.4 (see Section 3.2, <i>Aesthetics</i>) would obstruct glare from vehicle headlights in the proposed garages. Individual parcel development would be required to adhere to the design guidelines and development standards in the Master Community Plan for the Project and Development Area Plan for each parcel.</p> <p>CONSISTENT. Refer to Goal 5.8.4-G1.</p>
<p><i>Policy 5.8.4-P9:</i> Encourage pedestrian- and bicycle-oriented amenities, such as bicycle racks, benches, signalized mid-block crosswalks, and bus benches or enclosures.</p>	<p>CONSISTENT. The Project would include bicycle- and pedestrian-oriented amenities. Individual parcel development would be required to adhere to the design guidelines and development standards in the Master Community Plan for the Project and Development Area Plan for each parcel. These standards could include bicycle racks, benches, signalized mid-block crosswalks, and bus benches or enclosures.</p>
<p><i>Policy 5.8.4-P10:</i> Encourage safe, secure and convenient bicycle parking and end-of-trip, or bicycle “stop” facilities, such as showers or bicycle repair near destinations for all users, including commuters, residents, shoppers, students and other bicycle travelers.</p>	<p>CONSISTENT. Through the Project’s bicycle- and pedestrian-oriented amenities, the Project would encourage safe, secure, and convenient bicycle parking and other facilities near destinations for all users, including residents, shoppers, and other bicycle travelers. Bicycle parking would adhere to the VTA Bicycle Technical Guidelines and be distributed throughout the Project site.</p>
<p><i>Policy 5.8.4-P11:</i> Provide pedestrian crossings that are well-marked using measures, such as audio/visual warnings, bulb-outs and median refuges, to improve safety.</p>	<p>CONSISTENT. Well-marked pedestrian crossings would be provided at all interior streets. To improve safety, the crossings could include audio/visual warnings, consistent with Americans with Disabilities Act (ADA) standards; bulb-outs; and median refuges.</p>
<p><i>Policy 5.8.4-P12:</i> Include pedestrian and bicycle facilities when making improvements or modifications to railroad crossings, grade separations, interchanges and freeways.</p>	<p>CONSISTENT. Although the Project would not include improvements or modifications to existing railroad and freeway infrastructure, new interchanges and grade separations would be constructed. Bicycle and pedestrian facilities would be included in the new streets and on the new Urban Interchange/City Place Parkway.</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.8.4-P13:</i> Promote pedestrian and bicycle safety through “best practices” or design guidelines for sidewalks, bicycle facilities, landscape strips and other buffers, as well as crosswalk design and placement.</p>	<p>CONSISTENT. The Project would promote bicycle and pedestrian safety at the Project site, consistent with City requirements. Individual parcel development would be required to adhere to the design guidelines and development standards in the Master Community Plan for the Project and Development Area Plan for each parcel. The design standards for the Project site would provide guidelines for sidewalks, bicycle facilities, and landscape strips and other buffers as well as guidelines for crosswalk design and placement. The adopted design guidelines would promote bicycle and pedestrian safety.</p>
<p><i>Transportation Demand Management Goals and Policies</i></p>	
<p>Goal 5.8.5-G1: Transportation demand management programs for all new development in order to decrease vehicle miles traveled and single occupant vehicle use.</p>	<p>CONSISTENT. The Project would implement a TDM plan, per Mitigation Measure TRA-1.1 to reduce the number of vehicle trips per each development parcel and/or Project site. On-site design measures may include preferred carpool and vanpool parking. Participation by major employers in programs that would reduce the amount of driving would be encouraged, potentially including efforts that would promote private commuter bus service, carpooling, vanpooling, ridesharing, subsidized transit passes for employees, secure bicycle facilities, telecommuting, and flexible work schedules.</p>
<p>Goal 5.8.5-G2: Transportation demand management programs that promote an increase in vehicle occupancy and a decrease in vehicle trips during commute hours.</p>	<p>CONSISTENT. A TDM plan per Mitigation Measure TRA-1.1 would be established and implemented by the Master Developer to increase vehicle occupancy and decrease the number of vehicle trips during commute hours. Participation by major employers in programs that would reduce the amount of driving would be encouraged, potentially including efforts that would promote private commuter bus service, carpooling, vanpooling, ridesharing, subsidized transit passes for employees, secure bicycle facilities, telecommuting, and flexible work schedules.</p>
<p><i>Policy 5.8.5-P1:</i> Require new development and City employees to implement transportation demand management programs that can include site-design management site-design measures, including preferred carpool and vanpool parking, enhanced pedestrian access, bicycle storage and recreational facilities.</p>	<p>CONSISTENT. On-site design measures may include preferred carpool and vanpool parking. Participation by major employers in programs that would reduce the amount of driving would be encouraged, potentially including efforts that would promote private commuter bus service, carpooling, vanpooling, ridesharing, subsidized transit passes for employees, secure bicycle facilities, telecommuting, and flexible work schedules.</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.8.5-P2:</i> Require development to offer on-site services, such as ATMs, dry cleaning, exercise rooms, cafeterias and concierge services, to reduce daytime trips.</p>	<p>CONSISTENT. The Project site would include on-site services. Although the exact types of services are currently unknown, it is likely that the Project site would include ATMs, dry cleaning facilities, exercise rooms, cafeterias, and concierge services. Providing such services on-site would reduce the number of daytime vehicular trips.</p>
<p><i>Policy 5.8.5-P3:</i> Encourage all new development to provide on-site bicycle facilities and pedestrian circulation.</p>	<p>CONSISTENT. Refer to Goal 5.8.4-G1.</p>
<p><i>Policy 5.8.5-P4:</i> Encourage new development to participate in shuttle programs to access local transit services within the City, including buses, light rail, Bay Area Rapid Transit, Caltrain, Altamont Commuter Express Yellow Shuttle and Lawrence Caltrain Bowers/Walsh Shuttle services.</p>	<p>CONSISTENT. The Project would provide programs through the TDM plan required per Mitigation Measure TRA-1.1 to facilitate access to local transit services within the City, including buses, light rail, and ACE.</p>
<p><i>Policy 5.8.5-P5:</i> Encourage transportation demand management programs that provide incentives for the use of alternative travel modes to reduce the use of single-occupant vehicles.</p>	<p>CONSISTENT. A TDM plan, as required per Mitigation Measure TRA-1.1, would include incentives for the use of alternative travel modes to reduce the number of single-occupant vehicles. Participation by major employers in programs that would reduce the amount of driving would be encouraged, potentially including efforts that would promote private commuter bus service, carpooling, vanpooling, ridesharing, parking management, subsidized transit passes for employees, secure bicycle facilities, telecommuting, and flexible work schedules.</p>
<p><i>Policy 5.8.5-P6:</i> Encourage transportation demand management programs that include shared bicycle and autos for part-time use by employees and residents to reduce the need for personal vehicles.</p>	<p>CONSISTENT. A TDM plan required per Mitigation Measure TRA-1.1 would be developed that could include shared bicycle and automobiles for part-time use by employees and residents to reduce the need for personal vehicles.</p>
<p><i>Policy 5.8.5-P7:</i> Promote programs that reduce peak hour trips, such as flexible work hours, telecommuting, home-based businesses and off-site business centers, and encourage businesses to provide alternate, off-peak hours for operations.</p>	<p>CONSISTENT. A TDM plan required per Mitigation Measure TRA-1.1 would be developed that would reduce the number of peak-hour trips. Participation by major employers in programs that would reduce the amount of driving would be encouraged, potentially including efforts that would promote private commuter bus service, carpooling, vanpooling, ridesharing, parking management, subsidized transit passes for employees, secure bicycle facilities, telecommuting, and flexible work schedules.</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.8.5-P9:</i> Promote transportation demand management programs that provide education, information and coordination to connect residents and employees with alternate transportation opportunities.</p>	<p>CONSISTENT. A TDM plan required per Mitigation Measure TRA-1.1 would be developed to provide residents and employees with information regarding alternate transportation opportunities. Participation by major employers in programs that would reduce the amount of driving would be encouraged, potentially including efforts that would promote private commuter bus service, carpooling, vanpooling, ridesharing, parking management, subsidized transit passes for employees, secure bicycle facilities, telecommuting, and flexible work schedules.</p>
<p><i>Parking Goals and Policies</i></p>	
<p>Goal 5.8.6-G1: Parking provided for new development and along public streets that does not exceed average demands.</p>	<p>CONSISTENT. The Project’s parking would be located primarily at street level and below street level (in non-landfill areas), in parking structures, and within surface lots. On-street parking would be in addition to parking provided in accordance with the parking ratios and would be provided for short-term use. The Project would comply with new parking ratios provided for the Urban Center/Entertainment District. Therefore, the parking supply needed at these parcels would be less than the City Code requirements. The Master Community Plan parking supply rates are informed by the City Code parking supply rates, with adjustments for the shared use nature of a mixed-use development. Parking would not exceed average demands.</p>
<p>Goal 5.8.6-G2: A parking supply that encourages the use of alternate transportation modes.</p>	<p>CONSISTENT. A new parking standard would be provided for the Urban Center/Entertainment District in the Master Community Plan. Because of the opportunity for shared parking at the Project site, parking ratios would be lower than the City Code requirements that would otherwise have been applicable. The Project is being designed to meet, but not exceed, these minimum parking requirements. By not providing excess parking, and by implementing a TDM plan, as required per Mitigation Measure TRA-1.1 in Section 3.3, <i>Transportation</i>, the Project would encourage the use of alternative travel modes to reduce the number of single-occupant vehicles.</p>
<p><i>Policy 5.8.6-P1:</i> Allow alternate parking standards for mixed-use development, development that meets specified transportation demand management criteria, and senior/group and affordable housing developments, as well as in the Downtown and areas within one-quarter mile of transit centers and stops.</p>	<p>CONSISTENT. As a mixed-use development, the Project would include alternate (i.e., shared) parking standards. A new parking standard would be provided for the Urban Center/Entertainment District. The Project site is within 0.25 mile of local and regional transit stops and, therefore, easily accessible from public transportation.</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.8.6-P2:</i> Identify parking supply standards that promote economic development, neighborhood compatibility, environmental quality and public safety, while reducing dependence on the automobile.</p>	<p>CONSISTENT. The Master Community Plan parking supply rates are informed by the City Code parking supply rates, with adjustments for the shared use nature of a mixed-use development. By not providing excess parking, and by implementing a TDM plan, the new parking supply requirements consider potential economic development at the Project site, neighborhood compatibility, environmental quality, and public safety.</p>
<p><i>Policy 5.8.6-P3:</i> Encourage flexible parking standards that meet business and resident needs as well as avoid an oversupply in order to promote transit ridership, bicycling and walking.</p>	<p>CONSISTENT. The Urban Center/Entertainment District would provide flexible parking standards with the proposed ratios. This would meet business and resident needs while also avoiding an oversupply of parking. The Project’s TDM plan would promote transit ridership, bicycling, and walking.</p>
<p><i>Policy 5.8.6-P4:</i> Encourage shared, consolidated and/or reduced parking in mixed-use centers and within one-quarter mile of transit centers and stops.</p>	<p>CONSISTENT. The Project would include a mixed-use center within 0.25 mile of transit stops. A new parking standard would be provided for the Urban Center/Entertainment District. Because of the opportunity for shared parking at the Project site, the overall parking ratios at the Project site would be lower than the City Code requirements that otherwise would have been applicable. The Project is being designed to meet, but not exceed, these minimum parking requirements. By not providing excess parking, and by implementing a TDM plan, as required per Mitigation Measure TRA-1.1, the Project would encourage the use of alternative travel modes to reduce the number of single-occupant vehicles.</p>
<p><i>Policy 5.8.6-P5:</i> Allow alternative parking techniques, such as parking lifts, automated and tandem parking, in order to reduce the land area devoted to parking.</p>	<p>CONSISTENT. The Project would include parking below street level (in non-landfill areas) and in parking structures to reduce the amount of land area devoted to parking. Alternative parking techniques, such as parking lifts, automated parking, and tandem parking, could be considered (but may not ultimately be implemented) in the context of Development Area Plans for the Project.</p>
<p><i>Policy 5.8.6-P9:</i> Consider neighborhood parking programs, such as “permit-only” and timed parking zones, to minimize parking intrusion on residential streets.</p>	<p>CONSISTENT. The Project would create a mixed-use development. Residential uses would be located on Parcels 4 and 5, along with commercial and retail development. Neighborhood parking programs, such as permit-only and timed parking zones, would be considered (but may not ultimately be implemented) in the context of Development Area Plans for the Project. There are no existing neighborhoods that would be affected by Project parking; all parking would be provided at the Project site.</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.8.6-P13:</i> Restrict lighting and noise generation associated with surface and structured parking from intrusion into adjacent residential neighborhoods.</p>	<p>CONSISTENT. Lighting for surface parking lots and parking structures is essential for security and safety purposes; therefore, it will be provided as part of Project design. The Project would include trees and hedges in the surface parking lots that would minimize light from fixtures and vehicle headlights. In addition, implementation of Mitigation Measure AES-2.4 (see Section 3.2, <i>Aesthetics</i>) would obstruct glare from vehicle headlights in the proposed garages. There are no existing adjacent residential neighborhoods that would be affected by light and noise from the proposed surface parking lots and parking structures. Regarding noise, the closest residential neighborhoods to the Project site are located approximately 500 feet east of Parcels 1 and 2 (measured conservatively from the eastern boundary of these parcels). Future parking areas could be located more than 500 feet from adjacent neighborhoods. Typical parking operations on the Project parcels would involve passenger cars for office workers and retail users and occasional large trucks for deliveries and loading. Typical day-to-day operations on Parcels 1 and 2 would not generate vehicle noise that would be uncommon in office parking areas. Given this, as well as the distance between potential parking areas and residential neighborhoods, the Project would be consistent with this policy.</p>
<p><i>Policy 5.8.6-P14:</i> Require new multi-family residential and non-residential development to accommodate electric vehicle charging stations in parking lots.</p>	<p>CONSISTENT. A new parking standard would be provided for the Urban Center/Entertainment District. Electric vehicle charging stations could be considered in the Master Community Plan and Development Area Plans for the Project.</p>
<p><i>Policy 5.8.6-P15:</i> Require new parking lots to be surfaced with materials to reduce heat gain, consistent with the Building Code and CAP.</p>	<p>CONSISTENT. Mitigation Measure GHG-1.2, as outlined in Section 3.5, <i>Greenhouse Gas Emissions</i>, includes strategies derived from the City’s CAP and other guidance documents pertaining to GHG emissions reductions. The mitigation measure mandates the use of light-colored pavement for uncovered parking lots or spaces, per CAP Measure 7.2.</p>

Rail and Freight Goals and Policies

<p>Goal 5.8.7-G2: Neighborhoods protected from negative effects associated with rail and freight services.</p>	<p>CONSISTENT. Amtrak, Capital Corridor, and ACE operate in the UPRR right-of-way and provide service to the Project area from the Great America Station, located at Lafayette Street and Tasman Drive. Freight trains also utilize the tracks. The track runs along Lafayette Street, immediately adjacent to the Project site. Up to 24 passenger trains and up to six freight trains per day utilize the UPRR track. New residential uses under both schemes would be located as close as 200 feet from the</p>
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General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.8.7-P5:</i> Require new development to implement appropriate measures to reduce the negative effects, such as noise and vibration, of rail and freight services.</p>	<p>tracks. The number of current train passages at the Project site (i.e., up to 30 per day) is characterized as “occasional,” according to the Federal Transit Administration’s (FTA’s) 2006 <i>Transit Noise and Vibration Impact Assessment</i>. The vibration impact criterion is therefore 75 velocity decibels (VdB) for residential uses. The vibration level at the nearest residences (200 feet from the track) is estimated to be 74 VdB. These predicted vibration levels are below the impact thresholds. However, the predicted residential vibration level is within 1 dB of the residential impact criterion; therefore, implementation of Mitigation Measure NOI-2.2, which would require preparation and implementation of a vibration control plan, would be required to reduce this impact.</p> <p>CONSISTENT. As described in Section 3.6, Noise, up to 24 passenger trains and up to six freight trains per day utilize the UPRR track, which bisects the Project site. The Project would be required to implement measures to reduce the negative effects of rail and freight services. Mitigation Measure NOI-2.2 would require preparation and implementation of a vibration control plan.</p>
<p><i>Parks, Open Space, and Recreation Goals and Policies</i></p>	
<p>Goal 5.9.1-G2: Parks, trails and open space located within a ten-minute walk to residential neighborhoods and employment centers.</p>	<p>CONSISTENT. The Project site would be a 10-minute walk from the Guadalupe River Trail and San Tomas Aquino Creek Trail. The Project site would provide direct connections to these resources. In addition, the Ulistac Natural Preserve and Fairway Glen Park would be a 10-minute walk from Parcels 4 and 5. Therefore, residents and employees at the Project site would have access to existing parks, trails, and open space. In addition, the Project site would include open space areas and spaces for active and passive recreation.</p>
<p>Goal 5.9.1-G3: New parks, open space and recreation provided with new development so that existing facilities are not overburdened.</p>	<p>CONSISTENT. The Project site would include open space areas and spaces for recreation. Approximately 74.1 acres would be devoted to usable public open space, which would be suitable for formal and informal gatherings; approximately 5.3 acres would be private open space (e.g., upper-level podiums and rooftop gardens). Public open space would include approximately 31.9 acres of slope/habitat areas, 26.1 acres of park areas, 3.9 acres of pedestrian concourses, 3.4 acres of courtyards, and 8.8 acres for the Retention Basin. In addition, the Project site would include linkages to the regional Guadalupe River Trail and San Tomas Aquino Creek Trail. Given the proposed new land use designation, open spaces and landscape features that would enhance the public realm</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.9.1-P4:</i> Provide connections between private and public open space through publicly accessible trails and pathways and by orienting open spaces to public streets.</p>	<p>and meet the recreational needs of multiple users would be incorporated throughout the Project site.</p>
<p><i>Policy 5.9.1-P14:</i> Encourage publicly accessible open space in new development.</p>	<p>CONSISTENT. The orientation of the open spaces is currently unknown. However, on-site private and public open space would be accessible from trails, pathways, streets, and sidewalks. Some of the open spaces could be oriented toward public streets.</p>
<p><i>Policy 5.9.1-P16:</i> Encourage non-residential development to contribute toward new park facilities to serve the needs of their employees.</p>	<p>CONSISTENT. The Project would encourage publicly accessible open space. Open spaces would encompass some or all of the following features: at-grade plazas, greens, and similar shared outdoor spaces that would be suitable for formal and informal gatherings; upper-/podium-level courtyards and terraces; and public and private rooftop garden areas.</p>
<p><i>Policy 5.9.1-P17:</i> Foster site design for new development so that building height and massing do not overshadow new parks and plazas.</p>	<p>CONSISTENT. The Project would include residential and non-residential development. Parcels 1, 2, and 3 would not include residential uses but would include open space and/or park facilities to serve the needs of employees. The open spaces and parks on these parcels would range in size from 1 to 5 acres and be oriented toward the center of the parcels, creating central gathering spaces. Linear parkways would be encouraged between buildings to promote connectivity.</p>
<p><i>Policy 5.9.1-P18:</i> Promote open space and recreation facilities in large-scale developments in order to meet a portion of the demand for parks generated by new development.</p>	<p>CONSISTENT. Building heights would range from one to 17 stories and could overshadow new parks and plazas. Individual parcel development would be required to adhere to the design guidelines and development standards in the Master Community Plan and Development Area Plans for the Project. This would prevent building height and massing to overshadow new parks and plazas to the maximum extent feasible.</p>
<p><i>Conservation Goals and Policies</i></p>	
<p>Goal 5.10.1-G1: The protection of fish, wildlife and their habitats, including rare and endangered species.</p>	<p>CONSISTENT. Section 3.8, <i>Biological Resources</i>, discusses the Project's potential to affect any fish or wildlife and their habitat. The annual grassland and ruderal land cover on the Project site could provide</p>

General Plan Goal/Policy	Consistency Analysis
<p>Goal 5.10.1-G2: Conservation and restoration of riparian vegetation and habitat.</p>	<p>nesting and foraging habitat for burrowing owl. Although this species could be affected during construction, Mitigation Measures BIO-2.1 and BIO-2.2 would reduce impacts. The Retention Basin and drainage swale, golf course ponds, San Tomas Aquino Creek, and the Guadalupe River could provide habitat for the western pond turtle. Although this species could be affected during construction, implementation of Mitigation Measure BIO-3.1 would reduce impacts. Although the Project site does not include habitat for serpentine grasslands, Bay checkerspot butterfly, or other rare species that are dependent on serpentine grassland habitat, these species and their habitat could be affected because of the increase in the number of Project vehicle trips, resulting in the release of additional nitrogen into the atmosphere. Mitigation Measure BIO-C.1 would reduce impacts on serpentine grasslands as well as Bay checkerspot butterfly and other rare species that are dependent on serpentine grasslands. In addition, the Guadalupe River is used as a migratory route for central California coast steelhead and Central Valley fall-run Chinook salmon to upstream spawning habitat. Critical habitat for steelhead is present in the Guadalupe River. Although these species could be affected during Project construction and operation, compliance with the Stormwater Pollution Prevention Plan (SWPPP), San Francisco Bay Municipal Separate Storm Sewer Systems Permit, Provision C.3, Stormwater Technical Guidance (SF Bay MS4 Permit), and Mitigation Measure BIO-4.1 would reduce the impacts.</p> <p>CONSISTENT. There is currently no riparian or other sensitive vegetation on the Project site. In addition, there are no other sensitive land cover types on the Project site, other than the wetland areas on and surrounding the site. The ponds, wetlands, and drainage ditch on the Project site total 6.4 acres. Roadway construction and bridge footings could affect the Retention Basin and San Tomas Aquino Creek. In addition, the internal golf course ponds would be removed. As such, the Project could result in the loss of wetlands; however, Mitigation Measure BIO-5.2 would reduce the impacts on wetlands.</p>
<p>Goal 5.10.1-G3: Adequate solid waste disposal capacity through effective programs for recycling and composting.</p>	<p>CONSISTENT. During construction, it is expected that 100 percent of demolition material would be recycled or reused during all phases, except for Phase 2 on Parcel 4. Only approximately 40 percent of demolition material from the existing buildings at Parcel 4 would be recycled. The majority of demolition material from the Project site would be recycled at the Zanker Material Processing Facility. Organic materials</p>

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<p>Goal 5.10.1-G4: Adequate wastewater treatment and conveyance capacities.</p>	<p>removed during clearing and grubbing would be re-used on-site in landscaped areas. During operation, the Project would reduce the amount of operational waste that goes to landfills by 50 percent by implementing strategies that involve purchasing policies, container/bag programs for the proposed retail and entertainment facilities, grease collection/recycling for off-site biofuel conversion, and triple-chute waste collection in residential/hotel buildings. Implementation would be coordinated according to the capabilities of the City’s contracted waste management firm.</p>
<p><i>Policy 5.10.1-P1:</i> Require environmental review prior to approval of any development with the potential to degrade the habitat of any threatened or endangered species.</p>	<p>CONSISTENT. Rehabilitation and expansion of existing sanitary sewer systems (i.e., pipes and both of the sanitary sewer pump stations) would be required with implementation of the Project. The systems are proposed as a looped system to provide redundancy, as required by the City. A new sanitary sewer system would be required for each development parcel. Parcels 1 and 2 would connect to the existing gravity sewer in Lafayette Street. Parcels 3 and 4 would connect to the existing gravity sewers between the two sites. Parcel 5 would connect to the Stars and Stripes Drive system.</p>
<p><i>Policy 5.10.1-P2:</i> Work with Santa Clara Valley Water District and require that new development follow the “Guidelines and Standards for Lands Near Streams” to protect streams and riparian habitats.</p>	<p>CONSISTENT. This Draft EIR represents the environmental review for the Project. Section 3.8, <i>Biological Resources</i>, discusses the Project’s potential to degrade the habitat of any threatened or endangered species. Although burrowing owl, western pond turtle, Bay checkerspot butterfly, central California coast steelhead, and Central Valley fall-run Chinook salmon could be affected as a result of the Project, Mitigation Measures BIO-2.1, BIO-2.2, BIO-3.1, BIO-4.1, and BIO-C.1 would reduce the impacts on these species.</p>
<p><i>Policy 5.10.1-P4:</i> Protect all healthy cedars, redwoods, oaks, olives, bay laurel and pepper trees of any size, and all other trees over 36 inches in circumference measured from 48 inches above-grade on private and public property as well as in the public right-of-way.</p>	<p>CONSISTENT. The Project Developer has coordinated the preliminary Project plan with the Santa Clara Valley Water District (SCVWD) and will continue to coordinate as the plan evolves. As required, the Project Developer would follow the Guidelines and Standards for Lands Near Streams to protect streams and riparian habitats.</p> <p>CONSISTENT. The Project would result in the removal of all trees at the Project site; this would result in the loss of approximately 1,405 trees. In addition, the Project, as proposed, would result in the removal of up to 234 trees at Tasman East and up to 104 trees at the Convention Center, including cedar, redwood, oak, olive, and pepper trees of all sizes. However, the Project Developer would be required to replace these trees at a 2:1 ratio.</p>

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<p><i>Policy 5.10.1-P6:</i> Require adequate wastewater treatment and sewer conveyance capacity for all new development.</p>	<p>CONSISTENT. The proposed sanitary sewer system for the Project would connect to the existing City gravity trunk sewers between Parcels 3 and 4. Parcels 1 and 2 would connect to the existing gravity sewer in Lafayette Street. Parcel 3 would connect to the sewer located between Parcels 3 and 4, which would connect to the existing gravity sewers between the two sites. Parcel 5 would connect to the Stars and Stripes Drive system. The Stars and Stripes Drive system would need to be completely replaced to accommodate the proposed below-grade parking structures. The system is proposed as a looped system to provide redundancy, as required by the City. Because the Project would contribute to peak flows at the existing sanitary sewer pump stations and, therefore, would contribute considerably to the need for additional off-site wastewater delivery systems related to future insufficient pumping capacity, the Project would contribute to a portion of the improvement costs.</p>
<p><i>Policy 5.10.1-P7:</i> Encourage the use of local recycling facilities to divert waste from landfills.</p>	<p>CONSISTENT. During construction, it is expected that 100 percent of the demolition material would be recycled or reused during all phases, except for Phase 2, which would recycle only 40 percent of the demolition materials. During operation, the Project would reduce the amount of operational waste that goes to landfills by 50 percent by implementing strategies that involve on-site composting, purchasing policies, container/bag programs for the proposed retail and entertainment facilities, grease collection/recycling for off-site biofuel conversion, and triple-chute waste collection in residential and hotel buildings.</p>
<p><i>Policy 5.10.1-P8:</i> Increase to 80 percent reduction for solid waste tonnage by 2020, or as consistent with the CAP.</p>	<p>CONSISTENT. The goal to reduce solid waste by 80 percent is a citywide goal. The Project would contribute to this goal by diverting the majority of construction waste that normally goes to landfills. Although operation of the Project would occur after 2020, waste reduction strategies and recycling would reduce the projected amount of landfill waste by approximately 50 percent.</p>
<p><i>Policy 5.10.1-P9:</i> Encourage curbside recycling and composting of organic and yard waste.</p>	<p>CONSISTENT. Operation of the Project would include curbside recycling and waste reduction strategies, such as an on-site composting program.</p>
<p><i>Policy 5.10.1-P10:</i> Promote the reduction, recycling and safe disposal of household hazardous wastes through public education and awareness and through an increase in hazardous waste collection events.</p>	<p>CONSISTENT. The Project would include the use of small quantities of commercially available hazardous materials, such as household cleaning and landscaping supplies, as well as diesel fuel for backup generators. The relatively low toxicity and small quantities of these kinds of hazardous materials do not generally pose a threat to human health or</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.10.1-P11:</i> Require use of native plants and wildlife-compatible non-native plants, when feasible, for landscaping on City property.</p>	<p>the environment. The management of larger quantities of hazardous materials is subject to laws and regulations, particularly the Unified Program administered by the Santa Clara Fire Department (SCFD). The Unified Program ensures that facilities properly manage and disclose information regarding the hazardous materials they use to minimize the risk of a hazardous materials release and improve emergency response actions in the event of a release. Compliance with existing regulations is mandatory.</p> <p>CONSISTENT. Under the Project, the Project site would continue to be owned by the City but leased to the Project Developer. Current Project site plans do not include information regarding landscaping materials and species types. However, the Master Community Plan for the Project site would include design standards that would require the Project to use native plants and wildlife-compatible nonnative plants, when feasible, on City property.</p>
<p><i>Policy 5.10.1-P12:</i> Encourage property owners and landscapers to use native plants and wildlife-compatible non-native plants, when feasible.</p>	<p>CONSISTENT. The current Project site plan does not include information regarding landscaping materials and species types. However, the Master Community Plan and Development Area Plans for the Project site would include their own design standards, which would require landscapers to use native plants and wildlife-compatible nonnative plants, when feasible.</p>
<p><i>Air Quality Goals and Policies</i></p>	
<p>Goal 5.10.2-G1: Improved air quality in Santa Clara and the region.</p>	<p>INCONSISTENT. This goal can generally be achieved only by projects that are designed specifically to improve air. As discussed in Section 3.4, <i>Air Quality</i>, the Project would result in significant and unavoidable impacts on regional air quality.</p>
<p>Goal 5.10.2-G2: Reduced greenhouse gas emissions that meet the State and regional goals and requirements to combat climate change.</p>	<p>INCONSISTENT. As discussed in Section 3.5, <i>Greenhouse Gas Emissions</i>, the Project would not exceed BAAQMD’s efficiency-based thresholds, which are derived from the AB 32 target of reducing global warming emissions to 1990 by 2020. However, the Project would result in significant and unavoidable impacts related to long-term GHG reduction targets for 2030, even with the implementation of Mitigation Measure GHG-1.2, which includes strategies that have been derived from the City’s CAP and other guidance documents pertaining to GHG emissions reductions. In addition, Mitigation Measure TRA-1.1 would reduce vehicle miles traveled, an important contributing factor in GHG emissions.</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.10.2-P1: Support alternative transportation modes and efficient parking mechanisms to improve air quality.</i></p>	<p>CONSISTENT. The Project site would support the alternative transportation modes and efficient parking mechanisms outlined for the new land use designation to improve air quality. New bicycle and pedestrian facilities proposed for the Project site would connect it to regional bus and rail systems, including VTA, Amtrak, Capitol Corridor, and ACE. With the proposed pedestrian connections, Parcels 2, 4, and 5 would be a 5-minute walk from the heavy-rail Great America Station on the UPRR right-of-way. All parcels would be a 10-minute walk from the Great America Station and Lick Mill VTA Station. Parcel 4 would be a 10-minute walk from the Great America VTA Station. Easy connections and accessibility to public transportation stations would help reduce the number of vehicle trips and air quality emissions. In addition, the Project could include electric vehicle charging stations in the surface parking lots and/or parking structures.</p>
<p><i>Policy 5.10.2-P2: Encourage development patterns that reduce vehicle miles traveled and air pollution.</i></p>	<p>INCONSISTENT. As discussed in Section 3.3, <i>Transportation/Traffic</i>, the Project would result in an increase in VMT. The Project site would be located adjacent to major regional transit stations, which could be used by on-site residents and employees for commuting to the Project site. In addition, regional trail networks are adjacent to the Project site. Bicycle and pedestrian connections would link the Project site to these alternative modes of transportation and trails. However, as discussed in Section 3.12, <i>Population and Housing</i>, and Section 3.4, <i>Air Quality</i>, the Project would result in significant air quality impacts related, in part, to the increase in VMT.</p>
<p><i>Policy 5.10.2-P3: Encourage implementation of technological advances that minimize public health hazards and reduce the generation of air pollutants.</i></p>	<p>CONSISTENT. Mitigation Measure GHG-1.2, consistent with the City's CAP, requires the implementation of technological advances to reduce the generation of air pollutants. These technological advances include purchasing green power, energy efficiency, on-site solar energy, electric landscaping equipment, and electric vehicle charging stations. In addition, the Project Developer would pursue Leadership in Energy & Environmental Design (LEED) for Neighborhood Development (LEED-ND) certification for the proposed City Center, LEED v2009 Gold for the proposed commercial buildings, and LEED v2009 Silver for the proposed residential buildings.</p>

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<p><i>Policy 5.10.2-P4:</i> Encourage measures to reduce greenhouse gas emissions to reach 30 percent below 1990 levels by 2020.</p>	<p>CONSISTENT. As discussed in Section 3.5, <i>Greenhouse Gas Emissions</i>, the Project would not exceed BAAQMD’s efficiency-based thresholds, which are derived from the AB 32 target of reducing global warming emissions to 1990 by 2020.</p>
<p><i>Policy 5.10.2-P5:</i> Promote regional air pollution prevention plans for local industry and businesses.</p>	<p>CONSISTENT. Refer to Goal 5.10.2-G1.</p>
<p><i>Policy 5.10.2-P6:</i> Require “Best Management Practices” for construction dust abatement.</p>	<p>CONSISTENT. Mitigation Measure AQ-2.3, as presented in Section 3.4, <i>Air Quality</i>, requires measures to reduce construction-related dust emissions. The Project Developer would require all construction contractors to implement these measures to reduce fugitive dust emissions. The measures include, but are not limited to, watering to retain soil moisture, installing wind breaks, and suspending work when wind speeds exceed 20 mph.</p>
<p><i>Energy Goals and Policies</i></p>	
<p>Goal 5.10.3-G1: Energy supply and distribution maximizes the use of renewable resources.</p>	<p>CONSISTENT. The Project includes on-site photovoltaic solar system to meet 10 percent of electricity demand. In addition, as part of Mitigation Measure GHG-1.2, as included in Section 3.5, <i>Greenhouse Gas Emissions</i>, the Project would obtain renewable energy electricity corresponding to 29 percent of on-site electricity demand by 2030 through a combination of on-site solar, purchase of renewable energy, or other measures. This would increase the use of renewable resources and add to the on-site energy supply.</p>
<p>Goal 5.10.3-G2: Implementation of energy conservation measures to reduce consumption.</p>	<p>CONSISTENT. The Project Developer would obtain LEED certification as part of the Project. The Project Developer will pursue LEED-ND certification for the proposed City Center, LEED v2009 Gold for the proposed commercial buildings, and LEED v2009 Silver for the proposed residential buildings. The Project would reduce electricity use by 10 percent. The energy reduction strategies that would be implemented include energy efficiency measures for the building envelope, HVAC, and lighting.</p>
<p><i>Policy 5.10.3-P1:</i> Promote the use of renewable energy resources, conservation and recycling programs.</p>	<p>CONSISTENT. The Project would include an on-site solar photovoltaic system. The energy reduction strategies that would be implemented include energy efficiency measures for the building envelope, HVAC, and lighting. In addition, the Project would implement recycling and composting programs to reduce the amount of operational waste that goes to the landfill by 50 percent.</p>

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<p><i>Policy 5.10.3-P3:</i> Maximize the efficient use of energy throughout the community by achieving adopted electricity efficiency targets and promoting natural gas efficiency, consistent with the CAP.</p>	<p>CONSISTENT. Compliance with LEED certification standards, as described above, would help to achieve the desired electrical and natural gas efficiencies. LEED certification is part of the Project. Mitigation Measure GHG-1.2, as presented in Section 3.5, <i>Greenhouse Gas Emissions</i>, would require that the Project energy efficiency shall be 15 percent better than the 2013 Title 24 requirements, per CAP Measure 2.1.</p>
<p><i>Policy 5.10.3-P4:</i> Encourage new development to incorporate sustainable building design, site planning and construction, including encouraging solar opportunities.</p>	<p>CONSISTENT. Compliance with the LEED certification standards, as described above, and inclusion of an on-site solar photovoltaic system would help to achieve the desired sustainable building design, site planning, and construction practices.</p>
<p><i>Policy 5.10.3-P5:</i> Reduce energy consumption through sustainable construction practices, materials and recycling.</p>	<p>CONSISTENT. Compliance with the LEED certification standards associated with sustainable construction practices, material selections, and recycling would help reduce energy consumption.</p>
<p><i>Policy 5.10.3-P6:</i> Promote sustainable buildings and land planning for all new development, including programs that reduce energy and water consumption in new development.</p>	<p>CONSISTENT. Compliance with the LEED certification standards, as described above, would include incorporating sustainable planning and building features, which would reduce both energy and water consumption. The Project would reduce indoor water use from the City baseline by 10 percent and outdoor water use from the City baseline by 20 percent. The Project would incorporate features to reduce per capita water use, such as low-flow fixtures and native, drought-resistant plants. In addition to using recycled water for irrigation, other water-saving techniques could be applied to mechanical cooling systems and toilet flushing.</p>
<p><i>Policy 5.10.3-P7:</i> Encourage installation of solar energy collection through solar hot water heaters and photovoltaic arrays.</p>	<p>CONSISTENT. The Project would include an on-site solar photovoltaic system. To meet the proposed LEED certification standards, the Project Developer is considering solar water heaters. These systems could be included at the Project site.</p>
<p><i>Policy 5.10.3-P8:</i> Provide incentives for LEED certified, or equivalent development.</p>	<p>CONSISTENT. As described above, the Project Developer will pursue LEED-ND certification for the proposed City Center, LEED v2009 Gold for the proposed commercial buildings, and LEED v2009 Silver for the proposed residential buildings.</p>
<p><i>Policy 5.10.3-P9:</i> Incorporate criteria for sustainable building and solar access into the City's ordinances and regulations.</p>	<p>CONSISTENT. To meet the proposed LEED certification standards, the Project Developer would incorporate criteria for sustainable building practices and solar access, per City ordinances and regulations.</p>

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<p><i>Policy 5.10.3-P11:</i> Continue innovative energy programs to develop cost effective alternative power sources and encourage conservation.</p>	<p>CONSISTENT. The Project would consider effective alternate means of energy generation, including the use of the methane gas produced by the landfill and potential geothermal advantages associated with the planned pile system for the proposed buildings. The energy reduction strategies that would be implemented include energy efficiency measures for the building envelope, HVAC, and lighting.</p>
<p><i>Policy 5.10.3-P12:</i> Work with Silicon Valley Power to implement adequate energy distribution facilities to meet the demand generated by new development.</p>	<p>CONSISTENT. SVP has confirmed that to provide electrical service to the new development, new circuits would need to be installed and extended from the existing Northern Receiving Substation located south of Levi’s Stadium. Specifically, it is expected that four new 600-amp, 12-kilovolt feeder lines would be needed to serve Parcels 4 and 5. Two more feeder lines would be required for Parcel 2, one for Parcel 1, and one for Parcel 3, for a total of eight new feeders. The Project Developer would be responsible for trenching and installing all new SVP conduits and substructures. Once these are installed, the energy distribution facilities would meet the demand generated by the Project.</p>
<p><i>Policy 5.10.3-P13:</i> Work with Pacific Gas and Electric to ensure an adequate supply of natural gas to meet the demand generated by new development.</p>	<p>CONSISTENT. If the total expected gas loads of the Project are large enough, PG&E may require the installation of a new gas regulator station to serve the Project. PG&E gas mains would typically be extended in a joint trench with SVP electric facilities. The Project Developer is responsible for all trenching and has the option to install gas facilities. Once the needed infrastructure is installed, an adequate supply of natural gas would be provided to meet the demand generated by Project.</p>
<p><i>Policy 5.10.3-P14:</i> Explore opportunities for alternative energy “fueling stations” and promote participation in shuttle services that use new technology vehicles to reduce greenhouse gas emissions.</p>	<p>CONSISTENT. The Project Developer could explore including alternative energy fueling stations and shuttles that use new technology to reduce GHG emissions. Alternative energy fueling stations could be considered in Development Area Plans for the Project.</p>
<p><i>Water Goals and Policies</i></p>	
<p>Goal 5.10.4-G1: A reliable, safe supply of potable water adequate to meet present and future needs.</p>	<p>CONSISTENT. Each development parcel would include a combined domestic and fire water system, which would be a looped network with multiple points of connection to the existing system. Connections to the public system, provided by Santa Clara Water and Sewer Utilities, would be at existing lines along Great America Parkway, Stars and Stripes Drive, Tasman Drive, and Lafayette Street. Each connection to the existing public water system would require a master meter and backflow preventer to keep water from flowing from the Project back into the public system. Current State Water Resources Control Board Division of</p>

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<p>Goal 5.10.4-G3: A reduction in the demand and consumption of water resources.</p> <p><i>Policy 5.10.4-P1:</i> Promote water conservation through development standards, building requirements, landscape design guidelines, education, compliance with the State Water Conservation Landscaping Ordinance and other applicable City-wide policies and programs.</p>	<p>Drinking Water regulations would restrict the construction of public water mains over a landfill, unless the department grants the City a waiver. Specific water utility materials, methods of construction, locations of appurtenances such as valves, and meters backflow devices must be approved by the City. When taking into account other approved development and Project water demand along with existing demand, there is adequate projected water supply to provide water out to 2035 under normal-year, single-dry-year, and multiple-dry-year scenarios. When including potential cumulative demand from the City’s 2010 Urban Water Management Plan for the 2015 to 2035 period, along with existing demand, other approved demand, and Project demand, there would be certain supply demand deficits when using highly conservative water demand estimates for the Project and cumulative demand. However, there are available water supplies to meet cumulative demand when taking into account supply conditions as well as existing practices during drought years. As such, there is a safe supply of potable water for present and future needs.</p> <p>CONSISTENT. Scheme A would result in a total water demand of 1,911 acre-feet per year (afy), which represents an increase of 1,599 afy compared with existing water demand on the Project site (311 afy). Scheme B would result in a total water demand of 1,921 afy, which represents an increase of 1,610 afy compared with existing water demand on the Project site (311 afy). The Project would reduce indoor water use from the City baseline by 10 percent and outdoor water use from the City baseline by 20 percent. The Project would incorporate features to reduce per capita water use, such as low-flow fixtures and native, drought-resistant plants. In addition, the Project site would be irrigated with recycled water, which may also be used to meet indoor flushing and cooling demands.</p> <p>CONSISTENT. The Project would reduce indoor water use from the City baseline by 10 percent and outdoor water use from the City baseline by 20 percent. The Project would incorporate features to reduce per capita water use, such as low-flow fixtures and native, drought-resistant plants. In addition, the Project would be required to comply with applicable development standards, building requirements, landscape design guidelines, the State Water Conservation Landscaping Ordinance, and City policies and programs.</p>

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<p><i>Policy 5.10.4-P2:</i> Expand water conservation and reuse efforts throughout the City in order to meet the conservation goals in the City’s adopted Urban Water Management Plan and CAP to reduce per capita water use by 2020.</p>	<p>CONSISTENT. The Project would reduce indoor water use from the City baseline by 10 percent and outdoor water use from the City baseline by 20 percent. The Project would incorporate features to reduce per capita water use, such as low-flow fixtures and native, drought-resistant plants. In addition, the Project site would be irrigated with recycled water, which may also be used to meet indoor flushing and cooling demands. As such, the Project would include conservation and reuse efforts that would comply with the water conservation goals in the 2010 Urban Water Management Plan and the CAP.</p>
<p><i>Policy 5.10.4-P3:</i> Promote water conservation, recycled water use and sufficient water importation to ensure an adequate water supply.</p>	<p>CONSISTENT. The Project site is currently connected to a recycled water system for irrigation of the golf course. The Project site would be irrigated with recycled water. Recycled water may also be used to meet indoor flushing and cooling demands. The San José/Santa Clara Water Pollution Control Plant’s South Bay Water Recycling facility is located northeast of the Project site. The proposed recycled water distribution system for the Project site would be designed so that each parcel would have its own internal system.</p>
<p><i>Policy 5.10.4-P4:</i> Require an adequate water supply and water quality for all new development.</p>	<p>CONSISTENT. When including potential cumulative demand from the City’s 2010 Urban Water Management Plan for the 2015 to 2035 period, along with existing demand, other approved demand, and Project demand, there would be certain supply demand deficits when using highly conservative water demand estimates for the Project and cumulative demand. However, there are available water supplies to meet cumulative demand when taking into account supply conditions as well as existing practices during drought years. As such, there is adequate water supply for all new development. The Project would be designed and maintained in accordance with City, County, and San Francisco Bay Regional Water Quality Control Board water quality requirements.</p>
<p><i>Policy 5.10.4-P5:</i> Prohibit new development that would reduce water quality below acceptable State and local standards.</p>	<p>CONSISTENT. To prevent construction impacts on water quality, the Project would be designed to comply with the requirements of the Construction General Permit, the SF Bay MS4 Permit, and City of Santa Clara requirements. A SWPPP to address the construction impacts would be prepared, implemented, and enforced. The Project would be designed and maintained in accordance with City, County, and San Francisco Bay Regional Water Quality Control Board water quality requirements. Therefore, the Project is not expected to reduce water quality below acceptable State and local standards.</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.10.4-P6:</i> Maximize the use of recycled water for construction, maintenance, irrigation and other appropriate applications.</p>	<p>CONSISTENT. The Project site is currently connected to a recycled water system for irrigation of the golf course. The Project site would be irrigated with recycled water, which may also be used to meet indoor flushing and cooling demands. The San José/Santa Clara Water Pollution Control Plant’s South Bay Water Recycling facility is located northeast of the Project site. The proposed recycled water distribution system for the Project site would be designed so that each parcel would have its own internal system. The recycled water system for each parcel would have two points of connection to maintain recycled water service at all times.</p>
<p><i>Policy 5.10.4-P7:</i> Require installation of native and low-water-consumption plant species when landscaping new development and public spaces to reduce water usage.</p>	<p>CONSISTENT. The Project would conform to the City’s landscape water efficiency regulations (as provided in the City’s Water Service and Use Rules and Regulations). In addition, individual parcel development would be required to adhere to the design guidelines and development standards in the Master Community Plan and Development Area Plans for the Project. This would require native and low-water-consumption plant species to be installed when landscaping to reduce water use.</p>
<p><i>Policy 5.10.4-P8:</i> Require all new development within a reasonable distance of existing or proposed recycled water distribution systems to connect to the system for landscape irrigation.</p>	<p>CONSISTENT. The Project site is currently connected to a recycled water system for irrigation of the golf course. The Project site would be irrigated with recycled water, which may also be used to meet indoor flushing and cooling demands. The San José/Santa Clara Water Pollution Control Plant’s South Bay Water Recycling facility is located northeast of the Project site. The proposed recycled water distribution system for the Project site would be designed so that each parcel would have its own internal system. The recycled water system for each parcel would have two points of connection to maintain recycled water service at all times.</p>
<p><i>Policy 5.10.4-P10:</i> Work with Santa Clara Valley Water District to minimize undesirable compaction of aquifers and subsidence of soils.</p>	<p>CONSISTENT. The installation of pilings through refuse and deep native soils would have the potential to create a conduit for contaminated leachate within the landfill to migrate into deeper, uncontaminated aquifers. Land subsidence is a common consequence of groundwater level changes, which can result from over-pumping groundwater. This would result in a violation of water quality standards or waste discharge requirements. However, implementation of the proposed foundation support systems within the landfill area would reduce any potential adverse impacts related to aquifers and subsidence. The Project Developer would work with the SCVWD to minimize these impacts.</p>

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Safety Goals and Policies

Goal 5.10.5-G1: Protection of life, the environment and property from natural catastrophes and man-made hazards.

CONSISTENT. During construction, material would be disturbed; this could expose soil and buried refuse, resulting in a significant impact related to soil erosion. However, Mitigation Measure GEO-1.1, as presented in Section 3.9, *Geology and Soils*, would reduce potential erosion impacts. Because the Project site is located on a landfill, settlement beneath buildings and other improvements could occur, which could result in man-made hazards. The placement of new structures, including residential and commercial buildings, in areas that would be subject to liquefaction could expose people to injury or death and result in substantial damage to physical improvements. Project features could also be damaged by expansive and corrosive soils. Implementation of Mitigation Measures GEO-2.1 through GEO-2.5 would reduce these hazards to less than significant. Project construction and excavation could expose construction workers to constituents of potential concern (COPCs) in the soil; however, implementation of Mitigation Measure HAZ-2.1, as included in Section 3.11, *Hazards and Hazardous Materials*, would reduce this impact. In addition, the Project is located on a landfill where subsurface hazardous materials could pose a significant hazard to human health. Mitigation Measures HAZ-4.1 through HAZ-4.6 would reduce these impacts to less than significant.

Policy 5.10.5-P1: Use the City’s Local Hazard Mitigation Plan as the guide for emergency preparedness in Santa Clara.

CONSISTENT. The Project would be required to comply with the City’s Local Hazard Mitigation Plan, which would serve as a guide for emergency preparedness at the Project site.

Policy 5.10.5-P5: Regulate development, including remodeling or structural rehabilitation, to ensure adequate mitigation of safety hazards, including flooding, seismic, erosion, liquefaction and subsidence dangers.

CONSISTENT. The Project would be subject to several hazards because of its location on a landfill; however, these would be mitigated through building design and other measures. Because the landfill is elevated above its surroundings, the majority of the Project site would not be subject to flooding. Therefore, the Project site (including Parcel 5) would be outside of the FEMA-designated 100-year flood zone’s base flood elevations. However, the area that would accommodate the Lick Mill Boulevard extension would be subject to a 100-year flood event. Implementation of Mitigation Measure WQ-6.1 (Section 3.10, *Hydrology and Water Quality*) would reduce this impact to less than significant. The Project site is located in a seismically active region, and ground shaking at the site may be violent, potentially to a greater degree on top of the landfill. However, proposed structures must meet the seismic design

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.10.5-P6:</i> Require that new development is designed to meet current safety standards and implement appropriate building codes to reduce risks associated with geologic conditions.</p>	<p>parameters of the California Building Code (CBC), as enforced by the City Building Official. The Project could also be subject to erosion, liquefaction, and subsidence, but implementation of Mitigation Measures GEO-2.1 through GEO-2.5 would reduce these impacts.</p>
<p><i>Policy 5.10.5-P7:</i> Implement all recommendations and design solutions identified in project soils reports to reduce potential adverse effects associated with unstable soils or seismic hazards.</p>	<p>CONSISTENT. The Project would require implementation of Mitigation Measure GEO-2.4 (Section 3.9, <i>Geology and Soils</i>). Final Project design plans that cover both the Project site and off-site areas would be submitted to the City Building Department. Project site structures would be designed to accommodate predicted ground settlement, as determined in the design-level geotechnical investigation for the Project improvements. In addition, Project site buildings and improvements shall be constructed in accordance with the CBC, at the time of development, as required by the Santa Clara Municipal Code.</p>
<p><i>Policy 5.10.5-P10:</i> Support efforts by the Santa Clara Valley Water District to reduce subsidence.</p>	<p>CONSISTENT. Preliminary geotechnical investigations have been prepared for Parcels 1 through 5. However, Mitigation Measure GEO-2.1, which calls for a design-level geotechnical investigation, would require further field exploration. Mitigation Measure GEO-2.2 requires a final geotechnical report that includes measures to address issues related to unstable soils and seismic hazards. These design solutions would reduce potential adverse effects associated with these hazards.</p>
<p><i>Policy 5.10.5-P11:</i> Require that new development meet stormwater and water management requirements in conformance with State and regional regulations.</p>	<p>CONSISTENT. Refer to Policy 5.10.4-P10.</p> <p>CONSISTENT. The Project would comply with Santa Clara Valley Urban Runoff Pollution Prevention Plan (SCVURPPP) Provision C.3 requirements through the incorporation of low-impact development (LID) measures into the design to reduce stormwater runoff. The SCVURPPP Hydromodification Management Plan (HMP) complies with the SF Bay MS4 permit. The HMP delineates areas where increases in runoff are most likely to affect channel health and water quality and provides management options to maintain pre-project runoff patterns. The Project would also be designed to comply with the requirements of San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit Order R2-2009-0074, NPDES Permit No. CAS612008; SCVURPPP; and City requirements.</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.10.5-P12:</i> Continue to participate in the National Flood Insurance Program and encourage all property owners within flood hazard areas to carry flood insurance.</p>	<p>CONSISTENT. All purposed structures on Parcels 1–4 would be constructed on top of the landfill mounds, which are at higher elevations than their surroundings. Therefore, the Project would not place housing or structures within a 100-year flood hazard area, as mapped on a flood insurance rate map (FIRM). The Project design would use the 1 percent (100-year flood) water surface elevations for the Guadalupe River and San Tomas Aquino Creek to ensure that waterways would not be affected. Therefore, the Project site (including Parcel 5) would be outside of the FEMA-designated 100-year flood zone’s base flood elevations. However, the area that would accommodate the Lick Mill Boulevard extension would be subject to a 100-year flood event. Implementation of Mitigation Measure WQ-6.1 (Section 3.10, <i>Hydrology and Water Quality</i>) would reduce this impact to less than significant. The Project site is located in a seismically active region, and ground shaking at the site may be violent, potentially to a greater degree on top of the landfill.</p>
<p><i>Policy 5.10.5-P13:</i> Require that development complies with the Flood Damage Protection Code.</p>	<p>CONSISTENT. Refer to Policy 5.10.5-P12</p>
<p><i>Policy 5.10.5-P14:</i> Coordinate with the Federal Emergency Management Agency to ensure appropriate designation and mapping of floodplains.</p>	<p>CONSISTENT. Refer to Policy 5.10.5-P13.</p>
<p><i>Policy 5.10.5-P15:</i> Require new development to minimize paved and impervious surfaces and promote on-site Best Management Practices for infiltration and retention, including grassy swales, pervious pavement, covered retention areas, bioswales, and cisterns, to reduce urban water run-off.</p>	<p>CONSISTENT. As listed in Section 3.10, <i>Hydrology and Water Quality</i>, the following stormwater treatment measures and best management practices (BMPs) would be considered as part of the design: bioretention areas (with underdrain), flow-through planters, tree well and media filters, infiltration trenches, rainwater harvesting and reuse, green roofs, green streets (with bioretention and underdrain), and pervious pavements (with underdrain).</p>
<p><i>Policy 5.10.5-P16:</i> Require new development to implement erosion and sedimentation control measures to maintain an operation drainage system, preserve drainage capacity and protect water quality.</p>	<p>CONSISTENT. BMPs would be implemented to prevent soil erosion. During construction, these measures would include installing erosion and sediment control devices, such as silt fences, staked straw wattles, and geofabric, to prevent silt runoff to storm drains and waterways. Post-project runoff would not exceed estimated pre-project rates and/or durations or result in increased potential for erosion.</p>
<p><i>Policy 5.10.5-P17:</i> Require that grading and other construction activities comply with the Association of Bay Area Governments’ Manual of Standards for Erosion and Sediment Control Measures and with the California Stormwater Quality Association (CASQA), Stormwater Best Management Practice Handbook for Construction.</p>	<p>CONSISTENT. During construction, the Project would be required to comply with the Association of Bay Area Government’s <i>Manual of Standards for Erosion and Sediment Control Measures</i> and the California Stormwater Quality Association’s <i>Stormwater Best Management Practice Handbook for Construction</i>.</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.10.5-P18:</i> Implement the Santa Clara Valley Nonpoint Source Pollution Control Program, Santa Clara Valley Urban Runoff Pollution Prevention Program and the Urban Runoff Management Plan.</p>	<p>CONSISTENT. The Project would be required to comply with SCVURPPP (formerly known as the Santa Clara Valley Nonpoint Source Pollution Control Program) Provision C.3 Stormwater Technical Guidance because it would involve the creation of an impervious surface area equal to 50 percent or more of the pre-project impervious surface area. The Project would reduce total runoff rates through the implementation of LID measures and, therefore, would be in compliance with Provision C.3.</p>
<p><i>Policy 5.10.5-P19:</i> Limit development activities within riparian corridors to those necessary for improvement or maintenance of stream flow.</p>	<p>CONSISTENT. A new bridge would be constructed over San Tomas Aquino Creek, connecting Great America Parkway and the Convention Center to Parcel 4. Therefore, impacts on San Tomas Aquino Creek would occur because of in-stream work and new bridge footings in the creek. However, Mitigation Measure BIO-5.1 would reduce impacts on this area.</p>
<p><i>Policy 5.10.5-P20:</i> Maintain, upgrade and replace storm drains throughout the City to reduce potential flooding.</p>	<p>CONSISTENT. The Project would include new stormwater collection and conveyance infrastructure on all parcels as part of the overall Stormwater Management Plan, which would include stormwater treatment measures to satisfy NPDES Municipal Regional Permit Provision C.3. A complete storm drain study for the 10-year and 100-year storm events would be prepared and submitted for review and approval by the City.</p>
<p><i>Policy 5.10.5-P21:</i> Require that storm drain infrastructure is adequate to serve all new development and is in place prior to occupancy.</p>	<p>CONSISTENT. The Eastside Retention Basin and pump station has the capacity to serve the Project. However, depending on the final configuration of the on-site stormwater management and drainage system for Parcel 3, improvements to the ditch and some of the City storm drain system through the existing commercial property to the north may be required. The drainage swale that connects the Tasman lift station to the Retention Basin would need to be upgraded to allow for sufficient conveyance. In addition, the Golf Course Storm Pump Station would most likely be abandoned and removed. A complete storm drain study for the 10-year and 100-year storm events would be prepared and submitted for review and approval by the City.</p>
<p><i>Policy 5.10.5-P22:</i> Regulate development on sites with known or suspected contamination of soil and/or groundwater to ensure that construction workers, the public, future occupants and the environment are adequately protected from hazards associated with contamination, in accordance with applicable regulations.</p>	<p>CONSISTENT. According to a conceptual site model prepared as part of the site investigation and environmental risk assessment, the potential receptors who could be exposed to soil contamination on Parcels 1, 2, 3, and 4 were identified as groundskeepers and construction workers. Project construction and excavation could expose construction workers to COPCs in the soil; however, implementation of Mitigation Measure HAZ-2.1, as included in Section 3.11, <i>Hazards and Hazardous Materials</i>, would reduce this impact. In addition, the majority of the Project site</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.10.5-P23:</i> Require appropriate clean-up and remediation of contaminated sites.</p>	<p>(with the exception of Parcel 5) is located on a landfill where subsurface hazardous materials could pose a significant hazard to human health. Mitigation Measures HAZ-4.1 through HAZ-4.6 would reduce these impacts to less than significant. Project construction would also disturb the existing leachate collection and removal systems and, as a result, create a significant impact related to groundwater quality. Mitigation Measure HAZ-5.1 would reduce the impact.</p> <p>CONSISTENT. The Project site is located at a former landfill. As discussed in Section 3.11, <i>Hazards and Hazardous Materials</i>, although landfill gas control systems are included in the Project design and are regulatory requirements for post-closure landfill management under 27 CCR, the design requirements for these systems focus primarily on the mitigation of explosion hazards associated with methane gases and not health risks associated with the inhalation of toxic air contaminants. As a result, the Project could have a significant impact on the health of residents and commercial workers who could be exposed to volatile COPCs in indoor air. However, Mitigation Measures HAZ-4.1 through HAZ-4.6 would promote appropriate cleanup and remediation of the Project site to reduce impacts on on-site residents, workers, and visitors.</p>
<p><i>Policy 5.10.5-P24:</i> Protect City residents from the risks inherent in the transport, distribution, use and storage of hazardous materials.</p>	<p>CONSISTENT. Project construction activities would include the routine transport, use, or disposal of hazardous materials, such as motor fuels, oils, solvents, and lubricants. These construction activities would take place at both the Project site and in off-site areas. The Project would include residential (Parcels 4 and 5 only), commercial, office, hotel, and entertainment land uses (all parcels). Therefore, small quantities of commercially available hazardous materials, such as household cleaning and landscaping supplies, as well as diesel fuel for backup generators, would routinely be handled and used. If rebuilt, Fire Station 10 would use hazardous materials similar to those used at the existing fire station. However, because compliance with existing regulations would be mandatory, the routine transport, use, or disposal of hazardous materials during Project construction and operation would have a less-than-significant impact on the public or the environment.</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.10.5-P25:</i> Use Best Management Practices to control the transport of hazardous substances and to identify appropriate haul routes to minimize community exposure to potential hazards.</p>	<p>CONSISTENT. As detailed in Section 3.10, <i>Hydrology and Water Quality</i>, the SWPPP requires implementation of BMPs related to hazardous materials. The BMPs pertain to storage and soil stockpiles, inspections, maintenance, training of employees, and containment of releases to prevent runoff into existing stormwater collection systems and waterways. Because compliance with existing regulations is mandatory, the routine transport, use, or disposal of hazardous materials during Project construction and operation would have a less-than-significant impact on the public or the environment.</p>
<p><i>Policy 5.10.5-P26:</i> Survey pre-1980 buildings and abate any lead-based paint and asbestos prior to structural renovation and demolition, in compliance with all applicable regulations.</p>	<p>CONSISTENT. The buildings that are currently located on the Project site were constructed after 1980. Therefore, lead-based paint and asbestos are not expected to be present in existing buildings that are to be demolished. Regardless, demolition of the existing buildings would be conducted in compliance with all applicable regulations.</p>
<p><i>Policy 5.10.5-P28:</i> Continue to require all new development and subdivisions to meet or exceed the City’s adopted Fire Code provisions.</p>	<p>CONSISTENT. The Project Developers have coordinated with SCFD regarding site plans and the design of the Project. Consultation with SCFD will continue throughout the development process. All new structures as well as open space, circulation, and site access areas would be required to meet or exceed the City’s adopted fire code provisions.</p>
<p><i>Policy 5.10.5-P30:</i> Review the location and design of development within Airport Land Use Commission jurisdiction for compatibility with the Airport Land Use Compatibility Plan.</p>	<p>CONSISTENT. The Project has been reviewed by the ALUC for compatibility with the Airport Land Use Compatibility Plan, per the requirements of this policy. The residential part of the Project was deemed inconsistent with ALUC noise policies because of the proposed location of residential uses within the 65 dBA CNEL. Regardless, review by the ALUC has occurred.</p>
<p><i>Policy 5.10.5-P33:</i> Limit the height of structures in accordance with the Federal Aviation Administration Federal Aviation Regulations, FAR Part 77 criteria.</p>	<p>CONSISTENT. The Project’s tallest building is projected to be approximately 17 stories, or a maximum of 190 feet above the future on-site street grade. Project building heights would not exceed 219 feet above msl, which is consistent with FAA hazard height limits at SJC.</p>
<p><i>Policy 5.10.5-P35:</i> Establish minimum buffers between odor sources and new residential or other uses with sensitive receptors, consistent with BAAQMD guidelines, unless a project-specific study demonstrates that these risks can be reduced to acceptable levels.</p>	<p>CONSISTENT. Potential odor sources from Project operations would include diesel exhaust from weekly trash pick-up and the use of architectural coatings during routine maintenance; limited odors may also result from residential cooking appliances. When compared to existing odor sources in the surrounding area, which include commercial and residential uses, odor impacts from Project operation would be similar. Accordingly, Project operation is not expected to result in odor</p>

General Plan Goal/Policy	Consistency Analysis
	<p>impacts that would exceed BAAQMD’s odor thresholds. However, because of the disturbance of landfill materials during construction, odors may be generated that could affect adjacent residential and recreational receptors. However, potential odors from the disturbance of landfill soil would be controlled through Mitigation Measure HAZ-2.1, as presented in Section 3.11, <i>Hazardous Materials</i>, which includes on-site odor monitoring during excavation.</p>
Noise Goals and Policies	
<p>Goal 5.10.6-G1: Noise sources restricted to minimize impacts in the community.</p>	<p>INCONSISTENT. The Project would result in significant impacts related to construction noise. Implementation of Mitigation Measure NOI-1.1 would reduce this impact to less than significant. However, the Project would result in an increase in the number of vehicle trips compared with existing conditions, which would lead to an increase in traffic. This would increase noise levels on surrounding roadway segments. Implementation of Mitigation Measure NOI-1.2 would reduce the noise impact; however, it may not be feasible to implement the measure, resulting in a significant and unavoidable impact.</p>
<p>Goal 5.10.6-G2: Sensitive uses protected from noise intrusion.</p>	<p>INCONSISTENT. New residents and hotel occupants at the Project site would be exposed to elevated noise levels from stadium events. Noise from the stadium would occur at a higher elevation than ground level; therefore, it would not be feasible to mitigate noise from the stadium at outdoor residential areas using soundwalls. Mitigation Measure NOI-1.3 in Section 3.6, <i>Noise</i>, would require the implementation of a Noise Control Plan to reduce noise from roadways, heavy rail, and light rail, resulting in less-than-significant impacts. However, it would not be feasible to protect sensitive users from stadium noise. Therefore, significant and unavoidable impacts would occur.</p>
<p>Goal 5.10.6-G3: Land use, development and design approvals that take noise levels into consideration.</p>	<p>CONSISTENT. Mitigation Measure NOI-1.3, as included in Section 3.6, <i>Noise</i>, would require a Noise Control Plan. This plan would be developed by an acoustical design professional. Design features and treatments would be identified to ensure that exterior and interior noise levels at proposed uses would be in compliance with the noise standards. The Project would be designed to reduce noise levels to the maximum amount feasible.</p>
<p><i>Policy 5.10.6-P1:</i> Review all land use and development proposals for consistency with the General Plan compatibility standards and acceptable noise exposure levels defined on Table 5.10-1.</p>	<p>CONSISTENT. This Draft EIR reviews the Project’s consistency with General Plan compatibility standards and acceptable noise exposure levels in the City. Section 3.6, <i>Noise</i>, discusses the noise impacts associated with the Project.</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.10.6-P2:</i> Incorporate noise attenuation measures for all projects that have noise exposure levels greater than General Plan “normally acceptable” levels, as defined on Table 5.10-1.</p>	<p>CONSISTENT. Section 3.6, <i>Noise</i>, includes mitigation measures to reduce noise levels. Mitigation Measure NOI-1.1 addresses construction noise impacts, Mitigation Measure NOI-1.2 addresses off-site noise, and Mitigation Measure NOI-1.3 reduces noise impacts on noise-sensitive uses.</p>
<p><i>Policy 5.10.6-P3:</i> New development should include noise control techniques to reduce noise to acceptable levels, including site layout setbacks, separation and shielding), building treatments (mechanical ventilation system, sound-rated windows, solid core doors and baffling) and structural measures (earthen berms and sound walls).</p>	<p>INCONSISTENT. The Project would be required to implement a Noise Control Plan, per Mitigation Measure NOI-1.3 and as outlined in Section 3.6, <i>Noise</i>. This mitigation measure would require, but not be limited to, the construction of enclosures around noise-generating equipment, the use of setbacks, and the installation of high-performance windows as well as sound-rated exterior walls, doors, roofs, and ceilings. This would reduce interior noise impacts from roadway, heavy-rail, and light-rail noise for on-site residences, hotels, and office/commercial land uses. However, exterior noise levels, such as from balconies or open areas, would not be mitigated because of the inability to shield exterior levels from all adjacent traffic and rail noise. Because soundwalls (or other solid noise barriers) are not considered feasible to fully mitigated on-site impacts, the Project is inconsistent with this policy.</p>
<p><i>Policy 5.10.6-P4:</i> Encourage the control of noise at the source through site design, building design, landscaping, hours of operation and other techniques.</p>	<p>CONSISTENT. Mitigation Measure NOI-1.3 would control noise through site design, building design, and other techniques.</p>
<p><i>Policy 5.10.6-P5:</i> Require noise-generating uses near residential neighborhoods to include solid walls and heavy landscaping along common property lines, and to place compressors and mechanical equipment in sound-proof enclosures.</p>	<p>CONSISTENT. Noise from non-transportation sources would include on-site noise generated by residences; commercial and other non-residential uses, primarily HVAC; and minor building-related sources. Implementation of Mitigation Measure NOI-1.3 would ensure that potential noise impacts would be addressed through design (i.e., enclosures around noise-generating equipment, setbacks to maximize distances to residences, and noise-reducing treatments in new buildings), which would reduce this impact to a less-than-significant level.</p>
<p><i>Policy 5.10.6-P6:</i> Discourage noise sensitive uses, such as residences, hospitals, schools, libraries and rest homes, from areas with high noise levels, and discourage high noise generating uses from areas adjacent to sensitive uses.</p>	<p>INCONSISTENT. The Project would include the development of housing in proximity to Levi’s Stadium, which is adjacent to the Project site and a considerable noise source in the Project area. Residents and hotel occupants at the Project site would be exposed to elevated noise levels during periods when the stadium hosts major events. Because it would not be feasible to mitigate exterior noise from the stadium at outdoor residential areas using soundwalls, impacts would be significant and unavoidable.</p>

General Plan Goal/Policy	Consistency Analysis
<p><i>Policy 5.10.6-P7:</i> Implement measures to reduce interior noise levels and restrict outdoor activities in areas subject to aircraft noise in order to make Office/research and Development uses compatible with the Norman Y. Mineta International Airport land use restrictions</p>	<p>CONSISTENT. The Project site is located 2.7 miles north of SJC and included in the CLUP for the airport. Mitigation Measure NOI-1.3, as presented in Section 3.6, <i>Noise</i>, would reduce interior noise levels. This would allow the office component of the Project to be compatible with the CLUP.</p>
<p><i>Policy 5.10.6-P8:</i> Continue to encourage safe and compatible land uses within the Norman Y. Mineta International Airport Noise Restriction Area.</p>	<p>INCONSISTENT. Although the Project would comply with the current adopted CBC for interior noise levels, after review of the Project’s compatibility with the Airport Land Use Compatibility Plan by the ALUC, the residential part of the Project was deemed inconsistent with ALUC noise policies because of the proposed location of residential uses within the 65 dBA CNEL. Implementation of Mitigation Measure NOI-1.3 would not adequately reduce the exterior noise level from aircraft overflights to less than 65 dB CNEL. Because the Project would have outdoor residential areas and would be located within the airport’s 65 dB CNEL contour, it would result in a land use that would not be compatible with the CLUP. Consequently, this impact would be significant and unavoidable.</p>
<p><i>Policy 5.10.6-P9:</i> Work with the City of San José Norman Y. Mineta International Airport to implement mitigation from aircraft noise to the fullest extent possible.</p>	<p>CONSISTENT. The Project has been reviewed by the ALUC for compatibility with the Airport Land Use Compatibility Plan. The residential part of the Project was deemed inconsistent with ALUC noise policies because of the proposed location of residential uses within the 65 dBA CNEL. Implementation of Mitigation Measure NOI-1.3 would not adequately reduce exterior noise from aircraft noise for residential areas. However, the Project Developer would continue to work with SJC to reduce aircraft noise to the fullest extent possible.</p>
<p><i>Policy 5.10.6-P11:</i> Develop and include noise reduction measures with improvements and extensions of City streets.</p>	<p>INCONSISTENT. The Project would extend City streets into the Project site. However, no noise reduction measures are proposed in these areas to reduce exterior noise impacts on on-site receptors. No noise reduction measures are proposed for new streets that would extend into the Project site. However, as discussed in Section 3.6, <i>Noise</i>, Mitigation Measure NOI-1.3 would reduce interior noise at sensitive land uses by enclosing noise-generating equipment, using setbacks, and installing noise-reducing treatments at buildings. Regardless, exterior noise levels, such as from balconies or open areas, would not be mitigated because of the inability to shield exterior levels from all adjacent traffic and rail noise. Because soundwalls (or other solid noise barriers) are not considered feasible to fully mitigated on-site impacts, the Project is inconsistent with this policy.</p>

General Plan Goal/Policy

Consistency Analysis

Housing Element Goals and Policies

Goal B: Manage growth in the City by designating suitable vacant or underutilized sites for new residential development and ensuring compatibility with community goals and existing neighborhoods.

CONSISTENT. Although the Project site has not been previously designated as a site for residential development, the 240 acres are currently underutilized. The proposed General Plan designation and zoning for the Project site would allow the Project to be compatible with City goals and policies (i.e., promoting new residential development on currently underutilized sites).

Policy B-2: Encourage the building of higher density housing on appropriate vacant or underutilized sites.

CONSISTENT. Up to 1,360 multi-family housing units are proposed on Parcels 4 and 5 of the Project site. These units would increase density on the Project site, which is currently underutilized compared with adjacent development.

Policy B-4: Promote compatibility between neighborhoods while respecting differences in neighborhood character.

CONSISTENT. The Project site is visually and physically separated from existing residential development. Although the Project’s density and intensity would be lower than that of other developments adjacent to the site (such as the Gateway office complex, Levi’s Stadium, and the Convention Center), the Project would increase the existing density of the underutilized 240-acre site to be more compatible with surrounding development. The Project would also promote on-site neighborhood compatibility by providing neighborhood amenities, such as retail and entertainment destinations. As such, the Project would be compatible with the surrounding areas.

Policy B-5: Work towards the mitigation of jobs/housing ratio impacts created by developments with significant employment.

INCONSISTENT. The Project (Scheme B) is expected to employ up to 28,720 total net new employees and add up to 200 housing units. As discussed above under Impact LU-1, the Project would exacerbate the jobs/housing ratio. The Project growth is not anticipated in the City’s plans or accounted for in regional planning efforts, and the likely result of the induced housing demand resulting from Project-generated jobs would be upward pressure for additional housing units to be built in the City, the region, and possibly even outside of the region. Without adequate housing within the City and other nearby Silicon Valley cities to accommodate job growth resulting from the Project, commute lengths to the new Project jobs would result in substantial traffic and air quality and GHG impacts (as discussed in Section 3.3, *Transportation/Traffic*; Section 3.4, *Air Quality*; and Section 3.5, *Greenhouse Gas Emissions*, respectively). Because the Project would worsen the jobs/housing ratio, it is inconsistent with this policy.

General Plan Goal/Policy	Consistency Analysis
<i>Policy B-6: Encourage higher density residential development in transit-oriented and mixed-use areas where appropriate.</i>	CONSISTENT. The Project would include up to 1,360 units in a mixed-use development that would be adjacent to major local and regional transit lines. The Project site is currently within walking distance of two VTA light-rail stations and the heavy-rail Great America Station, which is served by Amtrak, Capital Corridor, and ACE. Levi's Stadium, the Hyatt Regency Hotel, the Convention Center, and the Santa Clara Gateway office complex are adjacent to the site. Therefore, the Project would develop higher density residential uses within a transit-oriented and mixed-use area.

Table 3.1-8. Comparison of the Project to Airport Land Use Commission Comprehensive Land Use Plan Goals and Policies

General Plan Goal/Policy	Consistency Analysis
General Compatibility Policies	
<p>Policy G-4: Local jurisdictions should encourage the conversion of land uses that are currently incompatible with this CLUP to uses that are compatible, where feasible.</p>	<p>INCONSISTENT. The Project would convert the existing golf course and BMX facility at the Project site into a mixed-use development with retail, commercial/office, entertainment, and residential uses. In general, these uses would be compatible with the CLUP, except for a proposed residential building in the southwest corner of Parcel 4. This building would be within the 65 dB CNEL noise contour boundary. Therefore, the Project would include the conversion of land uses in the City to land uses that would be incompatible with the CLUP (see Policy N-4, below).</p>
Noise Compatibility Policies	
<p>Policy N-4: No residential or transient lodging construction shall be permitted within the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential portion of a mixed-use residential project or a multi unit residential project. (Sound wall noise mitigation measures are not effective in reducing noise generated by aircraft flying overhead.)</p>	<p>INCONSISTENT. The southwest corner of Parcel 4 would be within the 65 dB CNEL noise contour boundary. This area includes one of the two proposed multi-family residential buildings under both Project schemes. Mitigation Measure NOI-1.3, as described in Section 3.6, <i>Noise</i>, would reduce interior noise levels at new residential areas to less than 45 dB CNEL. However, the Project would still include outdoor residential activity areas that would be located within the airport’s 65 dB CNEL contour. Therefore, the Project would not be consistent with Policy N-4. Pursuant to Public Utilities Code Section 21670 et seq., the City of Santa Clara has the option of overriding the ALUC’s determination. This would require a two-thirds vote of the entire body of the City of Santa Clara City Council.</p>
<p>Policy N-6: Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. Table 4-1 presents acceptable noise levels for other land uses in the vicinity of the Airport.</p>	<p>CONSISTENT. The Project would be consistent with the noise-level compatibility standards for non-residential uses. Outdoor areas associated with hotel and other commercial uses, such as pools and outdoor open space areas, may experience temporary noise disruptions from single-event aviation activities, such as jet take-offs. However, these disruptions would be short and non-harmful to adjacent noise receptors.</p>

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3.2 Aesthetics

This section describes the existing aesthetic resources and visual characteristics of the Project site and its immediate vicinity, along with the existing plans and policies that are relevant to visual resource issues within the City of Santa Clara (City). This section also evaluates the effect on existing visual resources associated with the implementation of the City Place Santa Clara Project (Project). Potential impacts on aesthetic and visual resources are evaluated based on a review of photographs taken in the field, massing diagrams, site reconnaissance, and Project data. The specific impacts examined in this section pertain to the Project's potential to change the visual quality and character of the Project area and to create new sources of light and glare.

Issues identified in response to the Notices of Preparation (NOPs) (Appendix 1) were considered in preparing this analysis. Applicable issues that were identified pertain to light pollution from the proposed buildings.

Existing Conditions

Regulatory Setting

City of Santa Clara General Plan

The City's current General Plan¹ includes policies and programs associated with maintaining the City's aesthetic character and neighborhood compatibility.

Policy 5.3.1-P1. Preserve the unique character and identity of neighborhoods through community-initiated neighborhood planning and design elements incorporated in new development.

Policy 5.3.1-P3. Support high quality design consistent with adopted design guidelines and the City's architectural review process.

Policy 5.3.1-P10. Provide opportunities for increased landscaping and trees in the community, including requirements for new development to provide street trees and a minimum 2:1 on- or off-site replacement for trees removed as part of the proposal.

Policy 5.3.1-P24. Coordinate sign programs for commercial uses to promote continuity, improve streetscape design, and reduce visual clutter.

Policy 5.3.1-P27. Encourage screening of above-ground utility equipment to minimize visual impacts.

Policy 5.3.1-P29. Encourage design of new development to be compatible with, and sensitive to, nearby existing and planned development, consistent with other applicable General Plan policies.

Goal 5.3.2-G4. Respect for the existing character and quality of adjacent neighborhoods from new residential development and redevelopment.

¹ City of Santa Clara. 2010. "City of Santa Clara 2010–2035 General Plan." Adopted November 16, 2010. Last amended December 9, 2014. Available at: <<http://santaclaraca.gov/index.aspx?page=1263>>. Accessed on December 22, 2014.

Policy 5.3.2-P11. Maintain the existing character and integrity of established neighborhoods through infill development that is keeping with the scale, mass, and setbacks of existing or planned adjacent development.

Policy 5.3.3-P8. Require quality design for new and redeveloped commercial uses to support the City's economic development objectives.

Goal 5.3.4-G2. Mixed-use development of a scale and character that is compatible with surrounding neighborhoods.

Policy 5.3.4-P7. Use design techniques, such as stepping down building heights, and siting incompatible activities, such as loading and unloading, away from residential uses.

Policy 5.3.4-P9. Encourage ground-level windows and building entries that support a visual connection to activities.

Goal 5.5.2-G1. High quality, enjoyable and livable neighborhoods.

Goal 5.5.2-G2. Preservation of the character of individual neighborhoods.

Goal 5.5.2-G3. New development that is compatible with adjacent and planned residential neighborhoods.

Policy 5.5.2-P1. Require that new development incorporate building articulation and architectural features, including front doors, windows, stoops, porches, or bay windows along street frontages, to integrate new development into existing neighborhoods.

Policy 5.5.2-P2. Implement design review guidelines for setback, heights, materials, massing, articulation and other standards to support Transition Policies and promote neighborhood compatibility.

Policy 5.5.2-P3. Implement site design solutions, such as landscaping and increased building setbacks, to provide a buffer between non-residential and residential uses.

Policy 5.5.2-P4. Provide adequate separation between incompatible land uses in order to minimize negative effects on surrounding existing and planned development.

Policy 5.5.2-P5. Require that new development provide an appropriate transition to surrounding neighborhoods.

Policy 5.5.2-P6. Adjust new building height, scale, and massing along the site perimeter abutting planned lower-intensity uses.

Policy 5.5.2-P7. For buildings of three stories or greater, increase the setback of upper stories where they abut lower-intensity residential uses.

Policy 5.5.2-P8. Encourage enhanced streetscape design and reduced building mass for non-residential uses located across the street from lower-intensity residential neighborhoods.

Policy 5.5.2-P10. Encourage below-grade parking to accommodate parking demand in order to reduce overall building height and massing in transition areas.

Policy 5.5.2-P12. Screen loading and trash areas to preclude visibility from off-site and public streets.

Policy 5.9.1-P5. Encourage public visibility for all parks, trails, and open spaces.

Policy 5.10.1-P4. Protect all healthy cedars, redwoods, oaks, olives, bay laurel, and pepper trees of any size, and all other trees over 36 inches in circumference measured from 48 inches above-grade on private and public property as well as in the public right-of-way.

Policy 5.10.1-P11. Require use of native plants and wildlife-compatible non-native plants, when feasible, for landscaping on City property.

Policy 5.10.1-P12. Encourage property owners and landscapers to use native plants and wildlife-compatible non-native plants, when feasible.

Santa Clara City Code

The City Code includes regulations associated with the protection of the City's visual character. The City has included regulations for the maintenance of property or premises (Chapter 8.30, Public Nuisances, and Chapter 17.15, Property Developments) to promote a sound and attractive community appearance and in keeping with the character of the City. The City Code also enables the institution of planned development zoning to create regulations and development standards for large-scale integrated development that is compatible with the existing community and that integrates uses that are not permitted to be combined in other zoning districts, and/or utilizes planning and design concepts that would be restricted in other districts; subdivides land or airspace in manner that results in units not having the required frontage on a dedicated public street; and would be developed in phases. The standards for a project must include on-site parking, landscaping, lighting, building lot coverage, height limits, setback requirements, required distances, and buffering between residential and commercial, office, and industrial developments. The Master Community Plan must also explain the proposed architectural character, style, scale, and building materials (Section 18.56.070 and 18.56.090).

The Project would include a rezone of the existing parcels comprising the Project site to Planned Development Master Community Zoning District (PD-MC) and, therefore, is subject to the requirements in Chapter 18.56 of the City Code. Per Section 18.56.110 of the City Code, because a Master Community Plan would be prepared for the Project site, Architectural Committee review of proposed buildings would not be required. Instead, the Project would be subject to the design guidelines and development standards outlined in the Master Community Plan as approved by the City Council. Preparation of a Development Area Plan would occur after, or concurrent with, preparation of the Master Community Plan, for submittal to Planning Commission for review and recommendation to City Council for action. However, after initial approval and construction of the development area plan, remodels and additions to buildings and sites in the Master Community Plan and Development Area Plan would be handled through the usual architectural review requirements of Chapter 18.76, Architectural Review, of the City Code, in accordance with design guidelines and development standards.

Environmental Setting

Regional Context

The City is located in the Santa Clara Valley near the southwestern end of the San Francisco Bay (Bay). The Santa Clara Valley is bounded on the west by the Santa Cruz Mountains and on the east by the Diablo Range. The City is bordered by San José to the north, east, and south, and Sunnyvale and Cupertino to the west. Most of the City is located on the gently sloping valley floor and is in a highly developed, urban/suburban area; the City is almost entirely urbanized with the exception of several areas designated for open space. In general, development of varying intensities dominates the visual

setting. Residential and commercial uses are located primarily in the southern portion of the City, while industrial uses and office parks exist primarily in the northern portion of the City.

Panoramic and scenic views of the Santa Cruz Mountains to the west and south and the Diablo Range to the east are prominent in various locations throughout the City. These mountains create the context of the Santa Clara Valley, which is a large structural basin. Elevations in the region range from sea level at the south end of the Bay to elevations of more than 2,000 feet above mean sea level (msl) to the east at the Diablo Range. The City itself, however, has a low elevation of near sea level in the north, to approximately 175 feet above msl at the southern boundary of the City.

The visual character is typical of surrounding cities and contains developed land uses (residential, commercial, industrial, recreational, public, institutional, airport, utility, and transportation) located throughout the City. Existing neighborhoods are primarily single-family residential, often separated by major regional roadways and/or commercial strips. Along commercial corridors, existing shopping centers are focused on streets with minimal connections to the neighborhoods they serve. Most of the industrial/office employment centers are in the northern half of the City. These uses are largely separated by major transportation facilities located in the City. US 101 and the Caltrain right-of-way traverse east–west through the center of the City, while State Route (SR) 237 is located to the north, and Interstate (I)-880 and I-280 skirt the southeast and southwest portions of the City, respectively. The Union Pacific Railroad (UPRR) right-of-way, serving the Amtrak, Capitol, and Altamont Corridor Express (ACE) corridors, bisect the City in a general north–south alignment. The San Tomas Expressway, Lawrence Expressway, Central Expressway, and El Camino Real (SR 82) also cross through the City. The development areas around these transportation facilities are characterized by visually predominant buildings and cultural centers.

Because the City is highly developed, open spaces and native habitat is limited. Native habitats have largely been replaced with urban hardscape accompanied by ornamental landscaping. Turf, weeds, nonnative grasses, and nonnative trees and plants are present throughout developed areas of the City. There are no State-designated scenic highways located within the City limits.² Other visual resources are the three seasonal creeks that run through the City (San Tomas Aquino, Saratoga, and Calabazas Creeks). Additionally, the City is bordered by the Guadalupe River (located in San José) to the northeast. Several churches and historic homes are designated by the City as visual architectural or historical resources. However, none of these resources is located within or immediately surrounding the Project site.³

Project Vicinity

Regional access to the Project site includes SR 237 to the north⁴ and US 101 approximately 1.4 miles to the south. The Santa Clara Valley Transportation Authority (VTA) operates several light rail stops along Tasman Drive to the south of the Project site, including the Champion Station, Lick Mill Station, and Great America Station. Amtrak, Capital Corridor, and ACE operate in the UPRR right-of-way and provide service to the Project area at the Great America Station located at Lafayette Street and Tasman Drive. Bicycle and pedestrian access is also provided from the San Tomas Creek Trail via a bridge over the

² California Department of Transportation. 2014. "California Scenic Highway Mapping System, Santa Clara County." Available: <www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm>. Accessed November 24, 2014.

³ City of Santa Clara. 2010. "City of Santa Clara 2010-2035 General Plan." Section 8.9: Historic Preservation and Resource Inventory. Adopted November 16, 2010. Last amended December 9, 2014. Available at: <<http://santaclaraca.gov/index.aspx?page=1263>>. Accessed on December 22, 2014.

⁴ For descriptive purposes, true northwest is Project North with Lafayette Street running in a north–south direction and Tasman Drive running in an east–west direction.

creek to the west of the Project site. The Guadalupe River Trail is located to the east of the Project site, although no linkages directly connect the Project site with this trail.

Development in the Project vicinity consists of a mix of office, light industrial, commercial, recreational, and residential land uses with the largest buildings generally being the offices and hotels with heights of up to 15 stories. The visually prominent features in the northern portion of the City include Levi's Stadium and California's Great America Amusement Park. Several mid-rise office buildings and hotels also give an urban appearance to properties along Great America Parkway and Tasman Drive. Levi's Stadium, located directly to the south of the Project site on Tasman Drive, was constructed in 2014 and is a 200-foot-tall, 68,500-seat football stadium used by the San Francisco 49ers. Great America Amusement Park, approximately 0.4 mile south of the Project site, includes large, highly visible rides that are brightly lit at night. The tallest and most visible rides are the Drop Tower, which is approximately 225 feet tall (22 stories), and the 200-foot-high Star Tower. Other large rides in the park have maximum heights of approximately 90 to 150 feet.⁵ The amusement park also includes a vast surface parking lot with over 6,000 spaces.

The Project site defines the topography of the Project vicinity. Due to the Landfill and the cap constructed over the Landfill, the Project site is above the grade of the surrounding streets, with an elevation ranging from approximately 5 to 82 feet,⁶ while the rest of the Project vicinity is relatively flat and at sea level. Because of the varying topography, the majority of the Project vicinity has limited long-range views, in part due to the prevalence of existing buildings and trees that block views of the surroundings. No scenic resources, such as rock outcroppings, cliffs, or knolls are present in the Project vicinity, although mature trees are present throughout the area. The majority of these trees have been planted as landscaping and ornamental features. In addition, the Guadalupe River and San Tomas Aquino Creek bisect the area, as discussed in more detail below.

Lafayette Street and the UPRR right-of-way bisect the Landfill mounds and travel below the grade of the landfill at approximately six to nine feet above msl. These right-of-ways travel in a north-south direction and divide the Project site. The UPRR right-of-way consists of a single track that is slightly elevated compared to Lafayette Street. There is an elevated station platform between Lafayette Street and Stars and Stripes Drive, below Tasman Drive. A large, multi-level staircase connects rail passengers between Tasman Drive overcrossing and the station platform on grade at Lafayette Street below. Lafayette Street is a four-lane regional roadway with landscaped medians. Large regional and local transmission towers and lines are located on both sides of Lafayette Street and generally create visual clutter along the streetscape. Figure 3.2-1a depicts the various transmission lines and poles located on and in the vicinity of the Project site. In the Project vicinity, Tasman Drive is elevated and includes several overpasses, including over the Guadalupe River, Lafayette Street/UPRR right-of-way, and San Tomas Aquino Creek, making this roadway also a prominent visual element in the vicinity.

Adjacent to the Project site, to the north and northwest, are office parks along Great America Parkway and Great America Way. The office complex, Santa Clara Gateway, is owned and operated by the Irvine Company. In total, the office park includes more than 900,000 gsf of building area. The office park north of Parcel 4 (see description of parcels under the Project Site section, below) and west of Parcel 3 (5451, 5453, and 5455 Great America Parkway) includes three office buildings that are approximately five stories in height and surrounded by surface parking lots and ornamental landscaping. The office park

⁵ California's Great America. 2014. "Things to Do – Thrill Rides." Available: <www.cagreatamerica.com/things-to-do/thrill-rides>. Accessed November 16, 2014.

⁶ When referring to the existing Project site, all elevations are in the North American Vertical Datum of 1988 (NAVD88).



a. Transmission Lines and Lafayette Street



b. 2101-2121 Tasman Drive Office Complex



c. Santa Clara Youth Soccer Park



d. Santa Clara Convention Center and Existing Parking Lot

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Figure 3.2-1
Project Vicinity
City Place Santa Clara

north of Parcel 3 (2550, 2600, and 2755 Great America Way) also includes three office buildings. These are approximately five to six stories in height and similarly surrounded by surface parking. Further to the north of the Project site is SR 237, a six-lane highway. Because it is elevated over Lafayette Street, SR 237 is a prominent feature in this area and blocks the majority of views from ground level on the northern side of the highway (San José), which includes office parks, industrial areas, and a mobile home park.

The Project site is bound on the east by the off-site Eastside Storm Retention Basin (Retention Basin) and channel/drainage swale, the Guadalupe River levee, and the Guadalupe River. The drainage swale is an approximately 25-foot-wide earthen channel with maintained natural vegetation. The swale begins at the Tasman Drive overcrossing (at Lafayette Street) to the south and travels approximately 3,780 feet to the north, along the entire eastern portion of the Project site (Parcels 1 and 2) where it empties into the Retention Basin. The Guadalupe River levee and the Guadalupe River run parallel to the east side of the drainage swale for its entire length. There is riparian vegetation along the levee and within the Guadalupe River channel. The top of the levee includes a 20-foot-wide gravel bicycle/pedestrian trail, which is part of a trail system that extends for 9 miles from Alviso (north San Jose) at the southern edge of the Bay to Downtown San José.^{7,8} To the east of the Guadalupe River is a residential neighborhood within the San José city limits, approximately 0.15 mile from the Project site. Approximately 1.5 miles to the northeast of the Project site is the San José/Santa Clara Water Pollution Control Plant's (WPCP) South Bay Recycled Water facility, which cleans wastewater from San José and Santa Clara before it flows into the southern San Francisco Bay.

Industrial, warehousing, and office uses are located in an approximately 45-acre area (referred to as Tasman East) to the south of Parcel 2. Currently, this area is underutilized and contains light industrial and office uses that include primarily low-scale (one and two stories) tilt-up buildings. These buildings are generally located on large parcels of land with low-rise boxy buildings that have few windows and limited decorative façades. Surface parking and ornamental landscaping are generally located along the street frontages and within surface parking areas. Included in the southeast portion of Tasman East is an office complex located at 2101, 2111, and 2121 Tasman Drive (APN 097-05-056). This property, which was constructed in 1984 and shown in Figure 3.2-1b, includes two, two-story buildings (51,200 gsf each) and one, one-story building. These buildings are partially visible through mature trees from Calle Del Luna, Tasman Drive, and Lick Mill Boulevard.

To the south of Tasman Drive is Levi's Stadium, as mentioned above, the Santa Clara Youth Soccer Park (Soccer Park), and the Marie P. DeBartolo Sports Centre. The Soccer Park is an 11-acre facility with three lighted full-size regulation soccer fields including two grass fields and one artificial turf field, as depicted in Figure 3.2-1c. The Sports Centre is located on an 11.22-acre site that houses the training center for the San Francisco 49ers (with business offices) and three practice fields. The practice fields include two natural grass fields and one synthetic surface practice field. Unlike the soccer fields, the football practice fields are not lit.

Also across Tasman Drive, to the south, is a residential neighborhood within Santa Clara, Kathryn Hughes Elementary School, and Fairway Glen Park. The residential neighborhood, approximately 0.2 mile south of the Project site, includes a mix of apartments, two-story attached townhouses, and one- and two-story single-family houses. Some of these residential units front Lafayette Street and Tasman

⁷ City of Santa Clara. "Bicycle Facilities." Available: <santaclaraca.gov/Modules/ShowDocument.aspx?documentid=1326>. Accessed November 19, 2014.

⁸ City of San José. "Guadalupe River." Available: <www.sanjoseca.gov/index.aspx?NID=2833>. Accessed November 19, 2014.

Drive. The Ulistac Natural Area is also located in this area to the southeast of the Project site on Lick Mill Boulevard, between Tasman Drive and Montague Expressway. The Ulistac Natural Area, approximately 0.2 mile south of Parcel 2, consists of 41 acres of open space along the Guadalupe River. It contains restored native grassland, riparian woodland, emergent wetlands, a bird and butterfly garden, and other habitat. Public access is provided from Lick Mill Boulevard and the creekside trail along the Guadalupe River. There are no activity facilities, restrooms, or picnic facilities within the Ulistac Natural Area; however, the trails within the park have interpretive panels to provide information on the natural history of the area.⁹

Immediately to the west of the Project site are San Tomas Aquino Creek, the San Tomas Aquino Creek Trail, and Great America Parkway. San Tomas Aquino Creek Trail is an approximately 8-mile-long walking, running, and bicycling trail extending south from the Bay to Cabrillo Avenue. The City-maintained public parking lot at the Santa Clara Golf & Tennis Club provides parking and trail access.¹⁰ Bicycle and pedestrian access to the Project site is provided from the San Tomas Creek Trail via a pedestrian bridge over the creek. Across the creek, to the southwest of Parcel 4, is the Santa Clara Convention Center (Convention Center), which is visually separated from the creek by dense, mature pine trees. The approximately 60-foot-tall Convention Center is a 157,000-square-foot, flat-roofed, concrete and glass structure with an attached multi-level parking garage. The Convention Center is part of a larger development that includes the 15-story Hyatt Regency Hotel. The entire site is surrounded by well-maintained landscaping and surface parking lots (Figure 3.2-1d).

Light pollution includes all forms of unwanted light in the night sky such as glare, light trespass, sky glow, and over-lighting. Sources of light and glare are abundant in the urban environment of the Project vicinity, including streetlights, parking lot lights, security lights, vehicular headlights, internal building lights, and reflective building surfaces and windows. When operational, the Great America Amusement Park is brightly lit from a multitude of sources. In addition, on game nights or evenings with other special events, Levi's Stadium is a source of light with event field lighting, exterior stadium lighting, parking lot lighting, and emergency lighting. The City may be adversely affected not only by light pollution from development within City limits, but also from sky glow associated with the development of surrounding cities. Views of the night sky are an important part of the natural environment and excessive light and glare can be visually disruptive to people and nocturnal animal species.

Project Site

The Project site is located on seven City-owned parcels (APNs 104-03-036, 104-03-037, 104-01-102, 097-01-039, 097-01-073, 104-03-038, and 104-03-039), totaling approximately 240 acres. For purposes of this analysis, the Project site would be divided into five¹¹ development parcels: Parcel 1 (36.8 acres), Parcel 2 (60.9 acres), Parcel 3 (34.9 acres), Parcel 4 (86.6 acres), and Parcel 5 (8 acres). The Project site also includes the Eastside Retention Basin (12.8 acres).

⁹ City of Santa Clara Parks & Recreation Department. "Ulistac Natural Area." Available: <santaclaraca.gov/Modules/ShowDocument.aspx?documentid=6899>. Accessed November 19, 2014.

¹⁰ City of Santa Clara. "Parks – San Tomas Aquino/Saratoga Creek Trail." Available: <<http://santaclaraca.gov/index.aspx?page=1455#santomas>>. Accessed November 19, 2014.

¹¹ As discussed above, the existing Project site includes seven existing APNs: APN 097-01-069 (which will be referred to as Parcel 1), APN 097-01-039 (which will be referred to as Parcel 2), APN 104-01-102 (which will be referred to as Parcel 3), APN 104-03-036 and APN 104-03-037 (which will be merged to form Parcel 4), and 104-03-038, and 104-03-039 (which will be merged to form Parcel 5). Therefore, the Project site includes seven existing parcels; the Project would result in a total of five development parcels.

The majority of the Project site was formerly utilized as the Landfill, which ceased accepting waste in 1993 and closed in 1994. The Project site is currently occupied by the Santa Clara Golf & Tennis Club, a restaurant and banquet facility, Santa Clara Fire Station 10 (Fire Station 10), a Bicycle-Motocross (BMX) track, the Ameresco Methane Plant, the Eastside Retention Basin, a City vehicle washing station, and vacant lots used for parking. As explained above, due to the Landfill and the cap constructed over the Landfill, the majority of the Project site (Parcels 1–4) is above the grade of the surrounding streets. Elevations at the Project site range from about 5 to 82 feet. At Parcels 1, 2 and 3, elevations around the perimeter of the parcels vary between approximately 5 and 11 feet, with high points, typically near the center of the parcels, reaching from 52 to 82 feet.¹² Parcel 4 has elevations around the perimeter of 10 to 20 feet with a maximum elevation of approximately 34 feet. Parcel 5, which is not part of the Landfill, is at approximately 12 to 40 feet (along Tasman Drive), and the Retention Basin area is approximately 6 feet. Approximately 1,405 trees are located throughout the Project site, 951 of which are protected.^{13,14}

The Project site is aesthetically inconsistent with the current surroundings. Although the Project site consists of a manmade landfill, the majority of the site is not developed with structures, unlike the adjacent areas. As explained above, the surrounding area in all directions includes development consistent with an urban setting and features wide arterial streets, mid-rise buildings, expansive surface parking lots, and associated ornamental landscaping. In contrast, the Project site is predominantly undeveloped open space with approximately five free-standing buildings that do not exceed two stories in height. Therefore, the existing setting does not combine to form a coherent visual pattern and is lacking unity.

As mentioned above and illustrated in Figure 3.2-1a, regional Pacific Gas & Electric (PG&E) electrical transmission lines and towers are located on both sides of Lafayette Street. Due to the height, these lines and towers are prominent features in the area and from the Project site. To the west of Lafayette Street and the UPRR right-of-way are two separate transmission lines, with the lowest lines approximately 100 feet above msl and the tallest lines approximately 125 feet to 138 feet above msl. PG&E electrical transmission lines and towers are also located to the east of Lafayette Street with the lines ranging in height from approximately 78 feet to approximately 110 feet above msl. Local Silicon Valley Power (SVP) electrical lines and wood poles are located along the eastern portion of Lafayette Street only. These lines are approximately 65 feet above msl.

For purposes of this discussion, the Project site is separated into five parcels and the Retention Basin.

Parcel 1

Parcel 1 comprises 36.8 acres in the northeast portion of the Project site and has an elevation of 5 to 70 feet (at the northwest corner). This parcel currently accommodates a Bicycle-Motocross (BMX) track at 5401 Lafayette Street, which is operated by the Santa Clara Police Activities League (P.A.L.) BMX. The facility is accessed via a driveway from Lafayette Street and includes a track and race course with large dirt mounds, paved ramps, and starting gates. Bleachers are positioned around the perimeter of the course. Wooden light poles with spotlights affixed to the tops are situated within the course for nighttime use. Figure 3.2-2a shows the existing features at the BMX facility.

¹² Langan Treadwell Rollo. 2015. *Grading and Site Access Technical Memorandum*. City Place Santa Clara Development, Santa Clara, California. Draft. June 30.

¹³ HortScience. 2015. "Tree Assessment Report, City Place Santa Clara." March 11, 2015.

¹⁴ Live Oak Associates, Inc. 2014. "Tree Survey and Report for the HERO site in the City of Santa Clara, California." September 11, 2014.



a. BMX Track and Race Course Facing South



b. View from Parcel 1 Facing West



c. View from Parcel 1 Facing Northwest



d. Ameresco Plant

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Figure 3.2-2
On-site Features – Parcel 1
City Place Santa Clara

Various small sheds, storage containers, and port-a-potties are scattered throughout Parcel 1. Parcel 1 contains one permanent structure next to the gravel-surface parking area and consists of a one-story building used as a snack bar. A plastic playground, a tire swing, and several picnic benches are in front of the snack bar. Vegetation is mainly limited to ruderal weeds and shrubs outside of the race course; however, approximately 109 mature trees (52 of which are protected¹⁵) are located throughout Parcel 1. A chain-link fence encompasses the BMX facility and one wooden utility pole with wires is in the northeast corner of the parcel.

As depicted in Figures 3.2-2b and 3.2-2c, views from Parcel 1 are expansive due to its superior position on top of the Landfill. To the north, mid-range views include the Retention Basin, SR 237, office buildings and associated parking lots (including America Center in San José, which is situated on top of another former landfill), residential development in San José, and regional transmission lines and towers. Background views include portions of the Santa Cruz Mountains and the Diablo Range. Highly channelized views of the Bay are also visible from some locations. To the east are views of the Guadalupe River, medium-scale urban development in San José, and panoramic views of the Diablo Range. Portions of Parcel 2 are visible to the south. Levi's Stadium and the Santa Cruz Mountains are prominent features to the southwest. Middle-ground views to the west encompass Lafayette Street and the UPRR right-of-way (down-gradient), the regional and local transmission lines on the Project site, the five- to six-story office buildings in the Santa Clara Gateway complex, and Parcel 3. The Santa Cruz Mountains are partially visible behind Parcel 3 and the existing office buildings.

Also located on Parcel 1 is the Ameresco Methane Plant, immediately adjacent to Lafayette Street (Figure 3.2-2d). This plant consists of three micro-turbines and associated sheds. The sheds, turbines, piping, and collection systems are partially shielded by chain-link and wooden fencing and mature vegetation. However, the approximately two-story shed structure is visible from Lafayette Street.

Parcel 2

Parcel 2 comprises 60.9 acres in the southeast portion of the Project site. This parcel, which ranges in elevation between 5 to 52 feet, features a portion of the Santa Clara Golf & Tennis Club with fairways, teeing grounds, and bunkers. Most surfaces are covered in green lawn or dirt patches. Paved paths for golf carts traverse the perimeter and interior of Parcel 2. This parcel does not have direct vehicular access to/from surrounding areas and is only accessible via a bridge dedicated for golfers (pedestrians and golf carts), which spans over Lafayette Street between Parcel 2 and Parcel 4. Approximately 422 trees (332 of which are protected) are scattered throughout Parcel 2, and no lighting is present.

Views from Parcel 2 are more limited due to the on-site dense landscaping and the undulating topography. Channelized views to the north (Figure 3.2-3a) consisting primarily of Parcel 1 (BMX structures, the Ameresco Methane Plant), portions of SR 237, and buildings at the Santa Clara Gateway complex. To the east (Figure 3.2-3b), the Diablo Range is a prominent landscape feature in the background, with the medium-scale urban development in San José visible across the Guadalupe River. As shown in Figure 3.2-3c, the light industrial and office uses at Tasman East are visible to the south of Parcel 2. Due to site topography, the roofs of buildings, the tops of mature vegetation, and utility poles in Tasman East are the most apparent features. Levi's Stadium is a noticeable feature in the mid-ground to the southwest. Views to the west (Figure 3.2-3d) include mainly blocked views of the Santa Cruz Mountains between mature trees, transmission lines, and the landforms of Parcels 3 and 4.

¹⁵ Protected trees are defined by the General Plan, Policy 5.10.1-P4, as "healthy cedars, redwoods, oaks, olives, bay laurel, and pepper trees of any size, and all other trees over 36 inches in circumference measured from 48 inches above-grade on private and public property as well as in the public right-of-way."



a. View from Parcel 2 Facing North



b. View from Parcel 2 Facing East



c. View from Parcel 2 Facing South



d. View from Parcel 2 Facing West

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Figure 3.2-3
On-site Features – Parcel 2
City Place Santa Clara

Parcel 3

Parcel 3 includes 34.9 acres located in the northwest portion of the Project site with an elevation of 9 to 82 feet. This parcel is only accessible via a paved path at the southeast corner for golfers (pedestrians and golf carts) from Parcel 4; no vehicular access points from surrounding streets are provided. The paved path continues around the perimeter of Parcel 3 with the fairways, teeing grounds, and bunkers at the center of the parcel. Vegetation is limited to expansive lawns and approximately 119 trees (61 of which are protected). Some unkempt undergrowth and shrubs are located outside of the perimeter path.

Parcel 3 is the tallest mound at the former Landfill; therefore, this parcel offers comprehensive views of the surrounding areas. Views in the foreground to the north include the three five- to six-story office buildings in the Santa Clara Gateway office park and the surrounding surface parking lots. Since these buildings are newly constructed, the on-site trees and vegetation have not fully matured and do not currently screen the buildings or the parking lot. Middle-ground views include SR 237 on an elevated berm and on the overcrossing over Lafayette Street, as well as the America Center office complex in San José. Views facing north are depicted in Figure 3.2-4a.

Views to the east (Figure 3.2-4b) encompass the UPRR right-of-way, Lafayette Street, transmission lines and towers, the BMX track, and the Ameresco Methane Plant on Parcel 1, and the Golf Course on Parcel 2. The Diablo Range is visible beyond the Landfill parcels. As shown in Figure 3.2-4c, to the south and southwest, Parcel 4 is visible in the foreground, with middle-ground views of Levi's Stadium, the amusement park rides at the Great America Amusement Park, the Convention Center/Hyatt Regency Hotel, and other larger office developments. Panoramic views of the Santa Cruz Mountains are visible facing south and west. Also visible to the north and northwest (Figure 3.2-4d) is the office complex off of Great America Parkway, with three buildings approximately five stories in height and other office development similar in size and scale with associated surface parking lots and parking structures.

Parcel 4

Parcel 4 includes 86.6 acres located in the southwest portion of the Project site. This parcel varies in elevation from 10 to 34 feet. Parcel 4 serves as the entrance to the Santa Clara Golf & Tennis Club. Similar to Parcels 2 and 3, Parcel 4 includes Golf Course features such as fairways, teeing grounds, and bunkers, plus a water hazard (Figure 3.2-5a). Also included at the Golf Course is a lighted and covered driving range with 33 stalls (Figure 3.2-5b), a putting green, a chipping green, a practice bunker, and surface parking lots.^{16,17} Parcel 4 also includes other facilities, such as seven lighted tennis courts, a clubhouse with a restaurant, a banquet facility, locker rooms, extensive practice facilities, and a maintenance facility, most of which are associated with the golf course. The restaurant and banquet facility are single-story wood-frame stucco buildings with no distinct architectural style and minimal vegetation along building frontages. Approximately 659 trees (469 of which are protected) and other vegetation are scattered throughout Parcel 4.

Fire Station 10 is also located on Parcel 4 at 5111 Stars and Stripes Drive, between the Golf Course and the Golf Course surface parking lot. The 7,364-gsf fire station, which is depicted in Figure 3.2-5c, opened in 1986 and is located on approximately 0.57 acre to the west of the Golf Course maintenance facility. This building does not exceed two stories in height.

¹⁶ Santa Clara Golf & Tennis Club. "About Santa Clara." Available: <www.santaclaragc.com/golf-tee-times>. Accessed: July 23, 2014.

¹⁷ City of Santa Clara. 2013. "Golf and Tennis." Available: <<http://santaclaraca.gov/index.aspx?page=240>>. Accessed: July 23, 2014.



a. View from Parcel 3 Facing North



b. View from Parcel 3 Facing East



c. View from Parcel 3 Facing Southwest



d. View from Parcel 3 Facing Northwest

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Figure 3.2-4
On-site Features – Parcel 3
City Place Santa Clara



a. Parcel 4 Water Hazard Facing Northwest



b. Parcel 4 Driving Range Facing West



c. Parcel 4 Fire Station Facing South



d. Pedestrian Bridge Over Lafayette Street Facing Northeast

Graphics ... 003833.14(12-1-2014).tm



Figure 3.2-5
On-site Features – Parcel 4
City Place Santa Clara

Parcel 4 is accessible by vehicles from Stars and Stripes Drive and Tasman Drive via Centennial Boulevard. Two footbridges also connect Parcel 4 to the surrounding areas. As discussed above and shown in Figure 3.2-5d, a bridge for pedestrians and golf carts spans over Lafayette Street, connecting the eastern (Parcel 2) and western areas of the Golf Course. In addition, a bicycle/pedestrian bridge that spans over San Tomas Aquino Creek links Parcel 4 with the San Tomas Aquino Creek Trail and the Convention Center.

Views to the north consist of the Landfill mound at Parcel 3 and the three office buildings and associated parking facilities off of Great America Parkway. To the east, several manmade features are visible, including the pedestrian bridge over Lafayette Street, the PG&E transmission lines and poles, and Parcel 2. The Diablo Range, further to the east, is mainly blocked by the sloping topography and mature trees on Parcels 2 and 4. Levi's Stadium is apparent from almost all locations at Parcel 4 facing south. Also visible to the south are the existing buildings on Parcel 4, the facility's surface parking lot, Tasman Drive, and the five-story City parking garage. The prominent feature to the west of Parcel 4 is the Hyatt Regency Hotel building and parking structure (Figure 3.2-5b), which is part of the Convention Center. San Tomas Aquino Creek is visible from the western-most portion of the Project site. The Santa Cruz Mountains to the south and west are mainly blocked by existing trees and structures.

Parcel 5

Parcel 5 includes 8.0 acres located in the southernmost portion of the Project site and has an elevation of approximately 12 to 40 feet. Parcel 5, directly south of Parcel 4 and north of Tasman Drive, consists of paved vacant parcels that are currently undeveloped and used for parking. Lighting is limited at Parcel 5, with only a few temporary light poles in the parking area and permanent light fixtures along Stars and Stripes Drive. Approximately 81 trees (32 of which are protected) are located in this area, mainly as perimeter vegetation adjacent to the surrounding streets. Access to Parcel 5 is provided from Tasman Drive via Centennial Boulevard and Stars and Stripes Drive.

Parcel 5 includes flat topography with limited views. As shown in Figure 3.2-6a, views facing north and northwest are restricted to the foreground due to the structures and landscaping on Parcel 4, which is slightly elevated compared to Parcel 5. Background views of the Diablo Range to the east are mainly obscured by the vegetation along the UPRR right-of-way and the PG&E transmission lines (Figure 3.2-6b). Immediately south of Parcel 5 is Tasman Drive, which is elevated as it travels over Lafayette Street and the UPRR right-of-way. Therefore, as depicted in Figure 3.2-6c, views facing south and southwest are limited to the elevated structure and berm of Tasman Drive and the 200-foot Levi's Stadium. Facing west, the five-story City parking garage, the Hyatt Hotel, and the Santa Clara Convention Center are prominent features (Figure 3.2-6d), with some channelized views of the Santa Cruz Mountains further to the east.

Retention Basin

The 12.8-acre Retention Basin area is in the northernmost portion of the Project site. This area, as depicted in Figure 3.2-7a, includes a large retention pond that was constructed in 1973 and last dredged in the mid- to late-1980s. The artificial basin is used to manage stormwater runoff in the area. In addition, the Retention Basin area includes a Santa Clara Department of Public Works maintenance facility for the Rabello Pump Station and a gravel maintenance road that encompasses the perimeter of the site. A one-story permanent structure used to accommodate pumps is located on the eastern portion of the Retention Basin, and a washing station structure and trailers are located on the western portion. The on-site structures are shown in Figures 3.2-7b and 3.2-7c. Approximately 15 trees (5 of which are protected) are present in the Retention Basin area.



a. View from Parcel 5 Facing Northwest



b. View from Parcel 5 Facing East



c. View from Parcel 5 Facing Southwest



d. View from Parcel 5 Facing West

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a. Retention Basin As Viewed From Parcel 1



b. Retention Basin Structures



c. Retention Basin Structures



d. Views from Retention Basin Facing West

Graphics ... 003833.14 (4-7-2015).ttr



Figure 3.2-7
On-site Features – Retention Basin
City Place Santa Clara

The Retention Basin is surrounded to the north, east, and south by elevated land masses. To the north is SR 237 on top of an elevated berm, to the east is the Guadalupe River levee, and to the south is Parcel 1, which reaches an elevation of up to 70 feet. Therefore, due to topography, views from the Retention Basin are generally limited to the immediate surroundings. However, the Diablo Range is visible to the east, over the Guadalupe River levee. The Santa Clara Gateway office complex, the America Center office complex in San José, and the PG&E transmission lines and towers are noticeable to the west (Figure 3.2-7d).

Public View Corridors

A *scenic vista* is the view of an area that is visually or aesthetically pleasing. Per the City's General Plan EIR, the physical setting of the City lends opportunities for many views of the community and surrounding natural features, including panoramic views of the Santa Cruz Mountains and the Diablo Range, along with stretches of open space, water bodies, and undeveloped land in the Ulistac Natural Area. Scenic vistas can be viewed from the system of formal and informal trails that afford recreational and scenic opportunities for the community. Scenic vistas tend to represent local values, their special meaning or value to residents, and their scarcity in the local area.

User groups are considered when determining sensitive public view corridors. User groups engaged in various activities have differing levels of sensitivity to their surroundings. Residential and recreational user groups generally tend to have a higher awareness and sensitivity levels than users of commercial establishments and commuters. The *view duration* considers the amount of time these user groups view the public view corridors. The longer the length of time that a user group views a setting, the more sensitive the area tends to be.

No designated view corridors are located within the City; however, the General Plan EIR lists the Santa Cruz Mountains, the Diablo Range, San Tomas Aquino Creek, and the Guadalupe River as "visual resources" within the City. The Project site is visible to/from these visual resources. The Project may also be viewed from adjacent roadways and highways, including SR 237, Lafayette Street, Tasman Drive, and Great America Parkway/Great America Way. Other public areas that have views of the Project site include the Ulistac Natural Area, as discussed in more detail below.

In general, due to grade differentials, the site is visually separated from its surroundings. As explained above, the surrounding areas are highly visible from the Project site because of the raised elevations. However, the actual Project site is not a prominent visual feature in the existing overall landscape. Although the slopes of the Landfill are apparent, the plateaus and on-site features are not visible from the majority of surrounding public areas.

SR 237

As explained above, SR 237 is a six-lane highway elevated above its surroundings on berms and overcrossings. SR 237 generally travels in an east-west direction. As motorists drive past the Project site in both directions and face south, the Santa Clara Gateway office complex is the most prominent feature and blocks the majority of views of Parcel 3. As shown in Figure 3.2-8a, portions of the grass at the Golf Course, and some trees can be seen between the large buildings. However, the Landfill mound at Parcel 1 is apparent and unblocked. Since the Retention Basin is down-gradient, it is only visible from the southern-most lanes in the east-bound direction. Portions of the Retention Basin and associated on-site buildings are visible through the trees that line SR 237. Views from SR 237 facing toward the Project site also encompass the Diablo Range, the Santa Cruz Mountains, and the PG&E transmission lines and



a. View From SR 237 Facing South



b. View From Lafayette Street Facing South



c. View From Tasman Drive Facing Northwest



d. View From Great America Parkway Facing Northeast

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Figure 3.2-8
Public View Corridors
City Place Santa Clara

towers along Lafayette Street. Levi's Stadium is visible down the Lafayette Street view corridor, between Parcels 1 and 3. The trees at Parcels 2 and 4 are visible from SR 237.

Lafayette Street

The four-lane Lafayette Street bisects the Project site, separating Parcels 1, 2, and the Retention Basin (to the east) from Parcels 3, 4, and 5 (to the west). Therefore, the Project site is visible from this arterial street in all directions. The UPRR right-of-way on the western side of Lafayette Street and the PG&E and SVP utility poles and wires that line both sides of Lafayette Street are distinct features in the area.

To the north are channelized views of the SR 237 overcrossing. Travelling north on the northern end of Lafayette Street, as it travels through the Project site, Parcel 1 and the Retention Basin to the east and Parcel 3 to the west are visible. Parcels 1 and 3 consist of large Landfill mounds; therefore, while the dirt slopes with limited ground cover are discrete elements, the features on top of the Landfill (the BMX facility and the Golf Course) are not apparent. Only the mature trees that grow on the top of the Landfill parcels are visible. In addition, the Ameresco Methane Plant on Parcel 1 and the Public Works maintenance facility at the Retention Basin are visible from Lafayette Street. However, the majority of the methane plant is screened by mature vegetation and fencing.

The southern portion of Lafayette Street, as it travels through the Project site, includes views of Parcels 2 and 4 (Figure 3.2-8b). Since these Landfill parcels are lower in height, they are not as pronounced as the other two parcels; however, some of the Golf Course features on top of the mounds are visible. Several mature trees grow between Lafayette Street and Parcel 2 to the east, screening portions of the parcel from view. However, some of the grassy hills and fairways on Parcel 4 are visible. Parcel 5 is also predominantly blocked from view due to the UPRR right-of-way, dense perimeter landscaping, and flat topography. The bridge for the golfers that spans over Lafayette Street and connects Parcel 2 with Parcel 4 is an extrusive feature in this area.

Tasman Drive

Tasman Drive is located to the south of the Project site. Since it is elevated as it crosses over Lafayette Street, all of Parcel 5 and portions of Parcel 4 are visible to the north from this street. Parcel 2 is blocked by the development at Tasman East and Parcels 1 and 3 are not generally visible due to distance and intervening vegetation. Parcel 5 is visible in the foreground as expansive, paved surface parking lots. Landscaping on Parcel 4, including a row of palm trees and the grass on the Golf Course, is apparent, along with the on-site buildings (golf course clubhouse, golf course maintenance facility, banquet facility and meeting room, and Fire Station 10) on Stars and Stripes Drive. However, as depicted in Figure 3.2-8c, since these structures are setback from Tasman Drive by the surface parking lots in Parcel 5, they appear as minor elements in the overall landscape. Instead, the motorists' attention is generally focused on Levi's Stadium, directly to the south of Tasman Drive.

Great America Parkway/Great America Way

Great America Parkway runs in a north-south direction to the west of the Project site. The majority of the Project site is separated both physically and visually from Great America Parkway by the Convention Center and the mid-rise office parks. However, Parcel 4 directly abuts Great America Parkway for approximately 350 feet to the north of the San Tomas Aquino Creek bridge. From this area, as shown in Figure 3.2-8d, the fairways and greens of the Golf Course are partially visible, although mainly screened from view by mature trees. Further to the north, the Landfill mound of Parcel 3 is visible in the distance between breaks in the office buildings and vegetation. Great America Way is four lanes and runs in an

east–west direction, connecting Great America Parkway to the west with Lafayette Street to the east. The Landfill mounds on Parcels 1 and 3 are intermittently visible to the south between the Santa Clara Gateway office complex. Before connecting with Lafayette Street, Great America Way bisects at-grade with the UPRR right-of-way.

Residential Neighborhoods

As described above, residential neighborhoods in Santa Clara are located to the south of the Project site, across Tasman Drive. These residential neighborhoods consist of a mix of two-story apartments, two-story attached townhouses, and one- and two-story single-family homes. Some of the residential units that face onto Lafayette Street and towards the Soccer Park have views towards the Project site, although only the trees that are currently on the Project site are visible. Views from these neighborhoods facing north are mainly dominated by foreground and mid-ground features such as Levi’s Stadium, Lafayette Street, regional and local utility lines and poles, the Tasman Drive overcrossing, and other infrastructure. There are no designated scenic vistas visible in or from the neighborhoods.¹⁸ Where there are no tall fences, houses, or trees, glimpses of the foothills that surround the Santa Clara Valley are available. These views are intermittent, usually obtained between buildings and trees.

Portions of the Project site are also visible from the neighborhood in San José to the east of the Guadalupe River. This neighborhood consists of a variety of housing, including three-story, multi-family residential buildings; two-story townhouses; one- to two-story single-family residential units; and a mobile home park. From street level in certain locations, the existing trees at Parcels 1 and 2 are visible beyond the Guadalupe River levee in the foreground (Figure 3.2-9a). No background views of the Santa Cruz Mountains are apparent facing west.

A mobile home park in San José is located to the north of the Project site, across SR 237. Views from the mobile home park, facing south towards to the Project site, are limited due to extremely dense perimeter landscaping that visually screens the mobile home park from the adjacent surface parking lot in a nearby office complex.

A mobile home park in the City of Sunnyvale is located approximately 0.7 mile to the southwest of the Project site, adjacent to Tasman Drive. The mobile home park is visually separated from Tasman Drive and the adjacent Calabazas Creek by extremely dense mature landscaping and trees. Views in this area are limited to the immediate surroundings.

Guadalupe River Trail

The Guadalupe River Trail runs along both sides of the river on the top of the existing levees. Although the Guadalupe River Trail is not considered a scenic vista, corridor, or resource per Santa Clara’s¹⁹ or San José’s General Plan,²⁰ the user group is considered sensitive due to its recreational nature and the fact that view duration for this group is typically longer since users are on foot or bicycle. The portion of

¹⁸ City of Santa Clara. 2010. “City of Santa Clara 2010-2035 General Plan.” Adopted November 16, 2010. Last amended December 9, 2014. Available at: <<http://santaclaraca.gov/index.aspx?page=1263>>. Accessed on December 22, 2014.

¹⁹ City of Santa Clara. 2010. “City of Santa Clara 2010–2035 General Plan.” Adopted November 16, 2010. Last amended December 9, 2014. Available at: <<http://santaclaraca.gov/index.aspx?page=1263>>. Accessed on December 22, 2014.

²⁰ City of San José. “Envision San José 2014 General Plan.” Available: <<http://www.sanjoseca.gov/DocumentCenter/Home/View/474>>. Accessed: November 18, 2014.



a. View From Residential Neighborhood in San Jose Facing Northwest



b. View From Guadalupe River Trail Facing Northwest



c. View From San Tomas Aquino Creek Trail Facing Southeast



d. View From Ulistac Natural Area Facing Northwest

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Figure 3.2-9
Public View Corridors
City Place Santa Clara

the Guadalupe River Trail along the eastern perimeter of the Project site, on both sides of the river, currently maintains an open space visual character created by the river and the undeveloped, non-built up nature of the adjacent area to the west, including the Golf Course. Contributing to the undeveloped visual character of the Guadalupe River Trail are the views from this location of the Diablo Range to the east, and the Santa Cruz Mountains to the west, as discussed in more detail below. However, development currently exists to the east on the San José side and to the west at the Tasman East industrial/office development.

The Project site (specifically the Retention Basin and Parcels 1 and 2) is highly visible from both sides of the river. The northern portion of the trail that travels adjacent to the Project site (on the Santa Clara side) has views of the Retention Basin to the west. However, the views of Parcels 1 and 2 are inferior and only the slopes of the Landfill mounds are visible in the foreground. The fairways, bunkers, and other Golf Course features are partially visible from certain locations adjacent to Parcel 2. The existing trees at Parcel 2 are pronounced from the trail. However, due to the elevated Landfill mounds, the Santa Cruz Mountains are not evident from the Guadalupe River Trail immediately adjacent to the Project site, although portions of these mountains are visible from the trail to the east of the river (on the San José side). Figure 3.2-9b depicts the Project site as seen from the eastern side of the Guadalupe River Trail.

San Tomas Aquino Creek Trail

San Tomas Aquino Creek Trail is a walking, running, and bicycling trail that travels across the creek from Parcel 4 for approximately 1,500 feet. Facing east, Parcel 4 is highly visible, with the driving range in the foreground. The driving range structure, clubhouse, and the restaurant building are also visible. Due to dense landscaping at the Project site, views of the Diablo Range are mainly obstructed, although channelized views are visible in some locations. The Landfill slope of Parcel 3 is also partially visible between the existing mature trees to the northeast. To the south, Levi's Stadium is a dominant feature. Although the Convention Center is located directly to the east, it is partially blocked from view by dense pine trees, as shown in Figure 3.2-9c.

Ulistac Natural Area

As discussed above, the Ulistac Natural Area is located to the southeast of the Project site on Lick Mill Boulevard, between Tasman Drive and Montague Expressway. Public access of this 41-acre area is provided from Lick Mill Boulevard and the creekside trail along the Guadalupe River. The majority of the Project site is currently not visible from this location and is generally separated by the office/industrial development at Tasman East and intervening mature trees. However, a small portion of the Golf Course on Parcel 2 is visible from the eastern-most portion of the natural area. Background views include Levi's Stadium to the west, the Hyatt Regency Hotel building to the northwest (as depicted in Figure 3.2-9d from the northwestern-most portion of the natural area), the Santa Cruz Mountains to the west, and the Diablo Range to the east.

Environmental Impacts

This section describes the impact analysis relating to aesthetics for the Project. It describes the methods used to determine the impacts of the Project and lists the thresholds used to conclude whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion.

Thresholds of Significance

In accordance with Appendix G of the State California Environmental Quality Act (CEQA) Guidelines, the Project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Methods for Analysis

The visual quality of an area is based on the physical appearance and characteristics of the built environment; the proximity and balance of man-made structures with open space or landscaping; and views of public open space or of more distant landscape features such as hills, water bodies, or built landmarks. These elements help define a sense of place and a physical orientation in a larger visual setting. Visual conditions within the vicinity of the Project are defined by a mix of regional roadways and industrial, office, recreational, residential, and commercial development. The interplay of these elements of the visual setting varies, depending on viewer location. Implementation of the Project would change the appearance of the Project site and the surrounding community as a result of the change in topography and the replacement of vegetated golf course with the construction of new and taller buildings, parking structures, and roadways.

Generally, visual effects discussed in a CEQA document would be of two types: impacts from a project's appearance (including what a project would look like and what views, if any, it obscures) and the degree to which a project might allow visual intrusion, such as light spillage onto adjacent properties. Aesthetic values are highly subjective. Opinions as to what constitutes a degradation of visual character will differ among individuals. However, as with all CEQA impacts, the effects of a project must be considered in the physical context of the project site and they must be compared to the existing conditions. The Project is not proposed in a pristine natural environment or a rural area; instead, the Project site is a human-made recreational facility over a closed landfill within an established urban community.

Potential impacts on aesthetic and visual resources due to the Project are evaluated below based on a review of photographs, site reconnaissance, and Project data. In addition, the massing renderings as presented in Figures 3.2-10 through 3.2-13 were used for this analysis. It is important to note that the site plans and massing renderings for the Project are illustrative for purposes of this analysis, as the Project building envelopes are flexible and have not yet been precisely determined. Although the exact number of buildings and footprints is unknown, the maximum amount of square footage, floor area ratios, and heights has been established and will be evaluated in this section. The illustrative site plans and massing diagrams that have been developed and included in this section are used as the basis for the EIR analysis, with the expectation that the impacts would not vary based on ultimate detailed configuration.

LEGEND

Land Uses

- Podium Residential
- Retail Anchor
- Retail and F & B
- Hotel
- Entertainment
- Office

Boundaries

- Site
- Parcel



Note: These are preliminary massing studies, subject to change.



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Source: RTKL, 2015.



Figure 3.2-10
Scheme A Massing Rendering Facing Northeast
City Place Santa Clara

LEGEND

Land Uses

- Podium Residential
- Retail Anchor
- Retail and F & B
- Hotel
- Entertainment
- Office

Boundaries

- Site
- Parcel

Note: These are preliminary massing studies, subject to change.



Graphics ... 003833.14 (4-7-2015).tm

Source: RTKL, 2015.



Figure 3.2-11
Scheme A Massing Rendering Facing Southeast
City Place Santa Clara

LEGEND

Land Uses

- Podium Residential
- Retail Anchor
- Retail and F & B
- Hotel
- Entertainment
- Office

Boundaries

- Site
- Parcel



Note: These are preliminary massing studies, subject to change.



Graphics ... 003833.14 (4-7-2015).tm

Source: RTKL, 2015.

Figure 3.2-12
Scheme A Massing Rendering Facing Southwest
City Place Santa Clara



LEGEND

Land Uses

- Podium Residential
- Retail Anchor
- Retail and F & B
- Hotel
- Entertainment
- Office

Boundaries

- Site
- Parcel

Note: These are preliminary massing studies, subject to change.



Source: RTKL, 2015.

Graphics ... 003833.14 (4-7-2015).tm



Figure 3.2-13
Scheme A Massing Rendering Facing Northwest
City Place Santa Clara

Scheme Analysis

As described in Chapter 2, *Project Description*, this document analyzes two schemes: Scheme A and B. These schemes represent a variety of uses and site plans that could be included with implementation of the Project. Both schemes would include up to 9.16 million gsf, but more housing is proposed under Scheme A, which could result in taller buildings. Therefore, as a conservative analysis, this section focuses on Scheme A.

Impacts Not Evaluated in Detail

Impacts on Scenic Resources along a State Scenic Highway. The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway. The closest State Scenic Highway is SR 9, which is over 11 miles southwest from the Project site. I-280, which is approximately 6 miles southeast of the Project site, is designated as an eligible State Scenic Highway.²¹ No apparent views of the Project site can be seen from any portion of SR 9 or I-280. Therefore, although the Project would remove trees, *no impact* related to scenic resources within a State Scenic Highway corridor would occur. This impact is not evaluated further.

Impacts on a Scenic Vista. For the purposes of this analysis, a *scenic vista* is defined as a vantage point with a broad and expansive view of a prominent landscape feature (e.g. a mountain range, lake, or coastline) or of a significant historic or architectural feature (e.g., views of a historic tower). A scenic vista is a location that offers a high quality, harmonious, and visually interesting view. The Project would result in additional height, bulk, and massing from the proposed buildings that would interrupt existing views of the Santa Cruz Mountains and the Diablo Range. However, there are no areas that are considered scenic vistas that would be affected by the proposed development.²² The City does not have any officially designated scenic vistas; therefore, the Project would result in *no impact* on a scenic vista.

Impacts and Mitigation Measures

Impact AES-1: Degradation of Visual Character or Quality. Construction of the Project could change the recreational views along the Guadalupe River Trail. However, operation of the Project would not substantially degrade existing visual character or quality with implementation of the Master Community Plan Design Guidelines. (LTS/M)

For the purposes of this analysis, a substantial degradation of the existing visual character or quality would occur if the Project would introduce a new visible element to the area that would be inconsistent with the overall quality, scale, and character of the surrounding development. The analysis considers the degree of contrast between the proposed features and the existing features that represent that area's valued aesthetic image, in addition to the degree to which the development would contribute to the area's aesthetic value. This analysis examines the changes in visual character and quality of the Project site itself, and also examines how the Project would change the existing visual character and quality, as seen from sensitive viewers and user groups surrounding the Project site.

²¹ California Department of Transportation. 2014. "California Scenic Highway Mapping System, Santa Clara County." Available: <www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm>. Accessed November 24, 2014.

²² City of Santa Clara. 2010. "City of Santa Clara 2010-2035 General Plan." Adopted November 16, 2010. Last amended December 9, 2014. Available at: <<http://santaclaraca.gov/index.aspx?page=1263>>. Accessed on December 22, 2014.

Construction

The Project would change the existing visual character and quality of the Project site during construction. As explained in Chapter 2, *Project Description*, the Project would include development of Parcel 5 during Phase 1 of construction (a period of approximately 3 years, from 2016 to 2019) and Parcel 4 during Phases 2 through 4 of construction (a period of approximately 6 years, from 2017 to 2023). Parcels 3, 1, and 2 would follow, respectively, with construction over a period of an additional 7 years, from 2022 to 2031. In total, development of the Project site would occur over approximately 15 years with eight construction phases.

During the construction stage, there would be visual impacts within the 240-acre site from the demolition of existing buildings at Parcel 4, the assembly of new structures at all parcels, construction of new roadways and access points, and equipment staging. In addition, it is conservatively assumed that all of the existing 1,405 trees (951 of which are protected) at the Project site would be removed, plus 234 trees (153 of which are protected) for the Lick Mill Boulevard extension in Tasman East and the 104 trees (79 of which are protected) for the Great America Parkway access point through the Convention Center and the construction of Fire Station 10 at the Option 2 location. Staging areas with construction materials, debris, and equipment would be entirely staged on-site at the parcels that are not under construction. Construction of Parcel 4 and the Urban Interchange would also require the grading of Parcel 3 and soil export from that parcel to Parcel 4 to adjust the elevations of the two parcels for consistency with the development plan. Visual impacts would vary, depending on the work and equipment being used at the site.

Principal viewer groups that could be affected by Project construction mainly include motorists along the adjacent streets, including Lafayette Street, Tasman Drive, Great America Parkway/Great America Way, and SR 237. The surrounding streets are highly traveled; however, the view duration of the Project site for the motorists is fleeting due to the speeds permitted and the fact that the drivers on these streets typically direct their attention to the road ahead, rather than to views. Accordingly, motorists are not considered sensitive viewers.

The closest residential neighborhood in Santa Clara is approximately 0.25 mile south/southeast of the Project site and separated by the Tasman Drive overcrossing and the Tasman East office/industrial park. This neighborhood would be considered to have moderate sensitivity; however, most views are not direct due to the intervening structures, roadways (particularly the overcrossing), and mature vegetation. Although buildings when constructed would likely be visible, construction activities are not expected to be highly visible from the residential neighborhoods to the south. Construction activities at the Project site would also be visible from the neighborhood in San José to the east of the Guadalupe River; however, due to distance, this would not be a major feature in the overall landscape. However, construction at the easternmost portions of Parcels 1 and 2 would be visible from the Guadalupe River Trail, which includes sensitive viewer groups.

As is customary for all new construction, the site would be enclosed with temporary construction fencing and generally most of the on-site storage of soils, pipes, machinery, and building materials would not be visible. Construction on Parcels 1 and 2, those most visible to Guadalupe River trail users, is anticipated to occur between fall 2024 and spring 2031. However, imported materials from Parcel 5 could be stored at Parcel 2 during Phase 1 of construction.²³ The visual effects of construction activities would not be permanent (i.e., they would only last for the duration of the construction activities) and the

²³ Related Companies. Construction Documentation. April 2015.

Project site would appear similar to other construction sites, which is not unusual in urban areas. However, because of the duration of construction (approximately 7 years) and the potential import of fill to Parcel 1 during the early stages of Project build-out, visual elements that are typical of a construction site would be present over an extended period of time and visible from the Guadalupe River Trail. Therefore, construction impacts on the visual character of the Project site as seen from the Guadalupe River Trail would be **significant**.

MITIGATION MEASURES. Implementation of Mitigation Measures AES-1.1 and AES-1.2 would reduce visual impacts during construction to a **less-than-significant** level.

AES-1.1: Imported Material Storage. Soils from other parcels that are imported to Parcel 2 shall be stored in areas that are not within view of the Guadalupe River Trail. Alternatively, imported soils within view of the Guadalupe River Trail shall be distributed across Parcel 2 at a depth of 2 feet or less.

AES-1.2: Early Implementation of Master Community Plan Landscaping Plan for Parcels 1 and 2. The existing golf course trees along the eastern edge of Parcel 2 shall be retained (leaving the view from the Guadalupe River trail unchanged) until such time as development on the eastern portion of Parcel 2 would necessitate their removal. The Project Developer shall implement the Landscaping Plan, as presented in the Master Community Plan, at the earliest feasible period, given the constraints and pacing of the development. Prior to planting and installation, the Landscaping Plan shall be submitted to the Planning Director for approval.

Operation

Impacts on On-Site Character or Quality

The existing Project site could be considered a visually important area since it consists mainly of open space on the Golf Course, trees, rolling hills, water features, and manicured landscaping. However, since the Project site is elevated compared to its surroundings, the features at the top of the Project site are visually isolated and are generally not perceptible to viewers outside of the Project site. The most noticeable features from the surroundings are the slopes of the Landfill mounds and trees at the top.

The Project would add substantial massing, scale, and height compared to existing conditions. In total, up to 9.16 million gsf of office buildings, retail and entertainment facilities, residential units, and hotels rooms would be constructed at the five development parcels. In addition, new open spaces, internal roads, vehicular access points, and new upgraded and expanded infrastructure would be added to the Project site. The proposed buildings would be constructed up to a height of 17 stories. Landscaping would be provided throughout the Project site in a manner that supports sustainability goals and the Complete Streets design, encourages active use of the outdoors, enhances the visual aesthetics, and reflects various adjacent native environments. Currently, approximately 1,405 trees exist at the Project site, 951 of which are considered protected trees. In addition, up to 338 trees (232 of which are protected) located off-site could be removed for the construction of roadway extensions and/or replacement of Fire Station 10. It is conservatively assumed that construction of the Project would involve the removal of all trees. However, pursuant to Policy 5.3.1-P10 of the General Plan, the Project Developer would replace these trees at a ratio of 2 to 1 of 24-inch box specimen trees.²⁴ The

²⁴ Although Policy 5.3.1-P10 of the General Plan is not specified in the City Code, the City applies this policy as a requirement.

replacement trees would be located throughout the Project site and would not be implemented on a parcel-by-parcel basis.

While the development at the Project site would substantially increase building height, mass, and bulk compared to existing conditions, the Project would have a less-than-significant impact on the on-site visual character. Although the Project site currently includes expansive open space area, this is not considered a sensitive viewer location or a scenic resource per the City's General Plan. In addition, the Project would create contiguous landscaped areas and buildings on the Project site that reflect a similar architectural design and scale. Therefore, on-site visual impacts are expected to be *less than significant*.

Impacts on Public View Corridors

The public corridors that have views of the Project site, as identified under Existing Conditions, above, include SR 237, Lafayette Street, Tasman Drive, Great America Parkway/Great America Way, residential neighborhoods in Santa Clara and San José, the Guadalupe River Trail, San Tomas Aquino Trail, and Ulistac Natural Area.

SR 237. As motorists drive past the Project site in both directions and face south, the Project site is currently visible, particularly Parcels 1 and 3, which are the tallest Landfill mounds in elevation. Construction of Parcel 4 would include grading of Parcel 3 and soil import to Parcel 4. Therefore, Parcel 3 would have a lower elevation than existing.

The proposed buildings at Parcels 1 and 3 would be highly visible from SR 237. These buildings would likely range in height from two- to six-stories, but would not exceed 17 stories. Although the expected height of two to six stories is equal to or less than the buildings at the Santa Clara Gateway office complex, the perceived height of the proposed buildings from SR 237 would be greater due to the Landfill height. The Santa Clara Gateway office complex is currently the most prominent feature in this area and blocks the majority of views of Parcel 3; however, with implementation of the Project, the new buildings would be highly visible behind the existing office complex. The height and massing of the proposed buildings would appear to be substantial relative to the surrounding land uses and the proposed buildings may reduce the availability of views of the Diablo Range and the Santa Cruz Mountains for some viewpoints. The new vehicular access area through the Retention Basin connecting Great America Way to the proposed Lick Mill Boulevard extension on Parcel 1 would also be visible. However, the view from SR 237 is not considered sensitive in Santa Clara. This highway is highly traveled, and motorists only have fleeting views of the Diablo Range and the Santa Cruz Mountains due to the permitted speeds. The San José General Plan requires that new development adjacent to SR 237 consist of high-quality architecture, use high-quality materials, and contribute to a positive image.²⁵ The Project is not expected to conflict with this goal.

Lafayette Street. Since Lafayette Street bisects the Project site, all development parcels and the Retention Basin are visible from and in all directions. The proposed buildings on Parcels 1, 2, 3, 4, and 5 would be immediately visible in the foreground. However, at certain segments of Lafayette Street, the buildings would appear at a higher elevation and would not be entirely visible from a single vantage point. The Project would also include the construction of an urban interchange, which would span over Lafayette Street, connecting Parcels 1 and 2 with Parcels 3 and 4. Direct access from Lafayette Street would be provided via ramps in the center lanes of Lafayette Street up to the Urban Interchange overpass. In addition, a second vehicular overcrossing along the proposed 2nd Street would be

²⁵ City of San José. "Envision San José 2014 General Plan." Available: <<http://www.sanjoseca.gov/DocumentCenter/Home/View/474>>. Accessed: November 18, 2014.

constructed over Lafayette Street to connect Parcel 2 and Parcel 4. Although existing overcrossings for golf carts/pedestrians and Tasman Drive currently span over Lafayette Street, the proposed Urban Interchange and 2nd Street overcrossing would be a noticeable new visual elements in the area.

Alternatively, the Project could include a variant to the Urban Interchange. The Jug Handle Variant would provide access to Parcels 3 and 4 from Lafayette Street by two new intersections at Lafayette Street, one to Parcel 1, north of the City Place Parkway overpass, and the second at Parcel 2, south of the overpass. From these intersections, new roads would loop up onto both parcels and connect at an intersection with City Place Parkway at an intersection with City Place Parkway at Parcel 1 and at an intersection with a 2nd Street overpass at Parcel 2. The new roadways would change the visual appearance of Lafayette Street, but not significantly when compared to the existing street network in the area.

The Project would not alter the existing Ameresco Methane Plant on Parcel 1 or the Public Works maintenance facility at the Retention Basin. However, vehicular access points would be added or expanded in these areas. An existing access road from Lafayette Street is adjacent to the Ameresco Methane Plant, but would likely be improved and widened under the Project. In addition, an extension from Lafayette Street would bisect through the Retention Basin, potentially on an aerial structure, and connect with Parcel 1. Although this could change the appearance of the Retention Basin area, this land is not considered a sensitive viewer location or scenic resource since it is not accessible to the public.

Due to the elevated Landfill mounds, no long-range views are visible facing east or west. In addition, the UPRR right-of-way on the western side of Lafayette Street and PG&E and SVP utility poles and wires that line both sides of Lafayette Street are dominant features. The Project could include the undergrounding of the SVP power lines on the eastern side of Lafayette Street, but the PG&E poles and wires would remain and continue to add visual clutter to the area. Therefore, Lafayette Street is not a scenic corridor.

Tasman Drive. Parcel 2 is setback from the street by development in Tasman East; therefore, the proposed buildings on Parcels 1 and 2 would be partially buffered by intervening existing vegetation, paved areas, and distance. However, Parcel 5 is directly adjacent to this roadway, and because it is elevated where it crosses over Lafayette Street, all of Parcel 5, as well as portions of Parcel 4, is visible to the north. The proposed development at these parcels would be visible. In addition, although Parcels 1, 2, and 3 are not currently visible, due to the proposed heights of the buildings, it is expected that the new buildings at all parcels may be visible from Tasman Drive. However, the motorists' attention is generally focused on the road ahead and on the visually distinct Levi's Stadium, directly to the south of Tasman Drive. Motorists on Tasman Drive are not considered to be sensitive viewers and are not expected to focus their attention on the proposed buildings.

In addition to the proposed buildings, changes to the roadways system would be visible from Tasman Drive. The Urban Interchange and the 2nd Street overcrossing spanning over Lafayette Street would be a noticeable new feature to the north. The proposed Tasman Drive slip-ramp would be a new feature to the south. The New Tasman Drive Intersection Variants, which would both cross the VTA light rail lines, would also be visible from Tasman Drive. However, the new intersections and roadways would appear visually similar to the existing roadway system in the area.

The Project would also include the demolition of three existing buildings at 2101, 2111, and 2121 Tasman Drive and tree removal in this area to allow for the construction of an access point from Tasman Drive (the Lick Mill Boulevard extension). This extension would travel through Tasman East and connect Tasman Drive with Parcel 2. The removal of these buildings and trees and development of the new roadway would be noticeable to motorists on both directions of Tasman Drive, facing north. However, it

is expected that the majority of the perimeter vegetation and mature trees would remain, which would effectively obstruct the majority of views from Tasman Drive. In addition, the areas surrounding the new Lick Mill Boulevard extension would most likely be landscaped with new trees and other vegetation. The existing buildings that are to be removed are not architecturally significant or considered to be visual or historic resources,²⁶ and Tasman Drive is not considered a scenic corridor.

Great America Parkway/Great America Way. The majority of the Project site is separated both physically and visually from Great America Parkway by the Convention Center and the mid-rise office parks. However, Parcel 4 directly abuts Great America Parkway for approximately 350 feet to the north of the San Tomas Aquino Creek bridge. With implementation of the Project, the trees in this area would be removed and buildings and a new vehicular connection (City Place Parkway) would be constructed at Parcel 4 from Great America Parkway. In addition, the existing vehicular connection from Great America Parkway to the Convention Center would be widened and improved, and a new bridge over San Tomas Aquino Creek would be constructed. To accommodate this new access point, the existing unsignalized intersection at Great America Parkway would be shifted to the north by approximately 40 feet, the existing center median would be removed, and a new traffic signal would be installed. In addition, to the north, the Project could result in a new access point to Parcels 3 and 4 from Great America Parkway through the southern portion of the Santa Clara Gateway office complex parking lot (Santa Clara Gateway Variant).

These proposed features would be visible in the foreground; however, motorists would most likely have only short view durations of the buildings and new/expanded vehicular connections. Although new intersections and access points could be created, these would be visually similar to existing intersections in the immediate vicinity. The new access points to the Project site would not add features that would be visually inconsistent with the area. Further to the north, the Landfill mound of Parcel 3 is currently visible in the distance; therefore, it is likely that the proposed buildings on Parcel 3 would also be visible in the background. However, these buildings would mainly be obstructed by intervening structures and vegetation and would only be visible between the proposed buildings at Parcel 4 and the existing five- to six-story office buildings along Great America Parkway.

The Project could also involve the construction of a replacement facility for Fire Station 10. This fire station is currently located on Parcel 4, but would be demolished with construction of the Project. Therefore, a replacement station would need to be located elsewhere. One option is to include the station within the interior of Parcel 4; therefore, this location would likely not be visible from surrounding streets and would blend with the other development on this parcel. However, two other potential locations would be immediately adjacent to Great America Parkway: one to the north of the proposed City Place Parkway on Parcel 4 and one off-site on the Convention Center surface parking lot, directly to the south of San Tomas Aquino Creek (see Figure 3.2-1d). Although both station locations would be highly visible from Great America Parkway, the proposed buildings would be consistent with the surroundings. Regardless of location, the building would consist of approximately 10,000 gsf and would be approximately two stories in height. This building would appear as a small element in the overall urban landscape compared to the immediately adjacent Convention Center, Hyatt Regency Hotel, and the proposed development in Parcel 4. Therefore, the fire station would result in a ***less-than-significant*** visual impact as seen from Great America Parkway.

²⁶ City of Santa Clara. 2010. "City of Santa Clara 2010-2035 General Plan." Section 8.9: Historic Preservation and Resource Inventory. Adopted November 16, 2010. Last amended December 9, 2014. Available at: <<http://santaclaraca.gov/index.aspx?page=1263>>. Accessed on December 22, 2014.

Great America Way is to the north of the Project site and connects Great America Parkway to the west with Lafayette Street to the east. The Landfill mounds on Parcels 1 and 3 are intermittently visible to the south between the Santa Clara Gateway office complex from Great America Way. The proposed buildings at these parcels would be visible from Great America Way. However, the buildings would be partially blocked by the existing office development at the Santa Clara Gateway office complex. Due to the lower elevation of the street, existing views of the surrounding foothills are mainly obstructed and the Project would not further block views. Since views from Great America Way are not considered sensitive, the visual impact from the Project as seen from this location would be *less than significant*.

Residential Neighborhoods and Parks. The residential neighborhoods to the south of Tasman Drive in Santa Clara currently include units that face onto Lafayette Street and towards the Soccer Park. These residential units have views towards the Project site. From the neighborhood perspective, the height and massing of the proposed buildings at Parcels 2, 4, and 5 would be visible facing north. However, because of distance, intervening structures, roadways, and utility wires and poles, the proposed buildings would not be a dominant feature. Because the Project site is visually separated from existing neighborhoods in Santa Clara, the Project is not expected to alter the existing character and integrity of these areas.

However, the Project would be visible from the Soccer Park, which is located to the south of Tasman Drive. In general, the Tasman Drive berm would block the majority of the views from the park; only the upper levels of the buildings at Parcel 5 would be visible from this location. However, the proposed Tasman Drive slip-ramp would be visible between the Soccer Park and Tasman Drive. The slip-ramp would be perceived as a similar size and scale as the Tasman Drive berm from the Soccer Park and, therefore, it would blend with its surroundings. However, the slip-ramp would require the removal of some of the trees in the area, resulting in changes as viewed from the Soccer Park. Regardless, with implementation of the Project, the area would most likely be landscaped with new trees and other vegetation, similar to the existing setting.

The Project would also be visible from the residential neighborhood in San José, across the Guadalupe River to the east. The existing trees on Parcels 1 and 2 are currently visible; therefore, it is expected that the proposed buildings would be apparent from this location as well. However, a large levee currently separates the neighborhood from the river and blocks all foreground and mid-ground views facing west and restricts views of the Santa Cruz Mountains. Although a wider range of views of the proposed buildings could be visible from the interiors of the taller residential structures, these are private views, which are not considered to be sensitive under CEQA. Therefore, although the tops of the buildings would be visible from public areas, they would not block existing visual resources and would only be visible in the background beyond the levees.

A mobile home park in San José is located to the north of the Project site, across SR 237. However, views from the mobile home park (i.e., facing south and toward the Project site) are currently limited because of extremely dense perimeter landscaping. Therefore, it is not expected that the proposed buildings would be visible from this residential neighborhood. Similarly, the Project would likely not be visible from the mobile home park in the City of Sunnyvale, southwest of the Project site. Although future development on the Project site could be visible from this portion of Tasman Drive, the mobile home park in Sunnyvale is visually separated from Tasman Drive and the adjacent Calabazas Creek by extremely dense mature landscaping and trees. Therefore, views from this residential area are limited to the immediate surroundings, and it is not expected that the proposed buildings would be visible from this location. Regardless, even if the Project would be visible from the mobile home parks in San José

and/or Sunnyvale, the buildings would only be visible between intervening structures and landscaping and would appear as a standard element within a developed, urban setting.

The proposed development at Parcels 1, 2, 4, and 5 would be visible from some areas within the nearby neighborhoods in Santa Clara and San José, but would not obscure any scenic vistas, damage scenic resources, or degrade the visual quality of the area. In addition, these views are not a designated view corridor. Since private views are not scenic resources, impacts from the Project would be ***less than significant***.

Guadalupe River Trail. The proposed development at the Project site would substantially increase massing, height, and bulk over existing conditions. The Guadalupe River Trail runs along both sides of the river on the top of the existing levees. The Project site (specifically the Retention Basin and Parcels 1 and 2) is visible from both sides of the river. The western portion of the trail that travels adjacent to the Project site (on the Santa Clara side) has expansive views of the Retention Basin and swale to the west. The views of the ground-level areas at Parcels 1 and 2 are limited and only the slopes of the Landfill mounds are visible in the foreground. Views from the Guadalupe River Trail in Santa Clara, toward the east, encompass panoramic and expansive scenery of the Guadalupe River and the Diablo Range. Since the slopes of the Landfill mounds are the most apparent features facing west, the views facing towards the Project site are not as prominent as those facing east.

Based on the design guidelines in the Master Community Plan and the Development Area Plan, Project buildings would be setback from the Project site perimeter by a landscape buffer of approximately 20 feet on the east side of the Lick Mill Boulevard extension, adjacent to Parcels 1 and 2. During the construction phase, a variety of tree species would be planted in the buffer that would screen the lower levels of the buildings. Because of the raised elevation of the Landfill mounds, the proposed building setbacks, and landscaping, it is anticipated that the buildings would not be an intrusive feature as viewed from the Santa Clara side of the Guadalupe River Trail. Although the proposed buildings at the Project site would be visible from the San José portion of the trail, and would block views of the Santa Cruz Mountains, this is not considered a scenic vista, corridor, or resource per San José's General Plan.²⁷

It is also important to note that the views of the Project site change as the viewer adjusts position. As the viewer approaches the site along the Guadalupe River Trail, the development would appear larger and would block a greater amount of background views. However, the development at the Project site would appear smaller against the backdrop of the mountains as the viewer retreats away from the site. Although users of the trail are not stationary, their view durations are typically longer than motorists since users are on foot or bicycle. However, depending on the location on the trail, views could include the residential development in San José to the east or the Tasman East industrial/office development to the west.

Therefore, since background views would be different from any given location and, with landscaping as outlined in the Master Community Plan, the proposed buildings would not constitute a substantial new element within the landscape. Due to the proposed setbacks, landscape buffers, and the elevations of the Landfill mounds, the Project would not result in a substantial degradation of the existing character or quality of the Guadalupe River Trail, resulting in a ***less-than-significant*** impact.

San Tomas Aquino Creek Trail. Parcel 4 is currently visible in the foreground from the San Tomas Aquino Creek Trail facing east. The Project would add substantial massing to Parcel 4, with buildings

²⁷ City of San José. "Envision San José 2014 General Plan." Available: <<http://www.sanjoseca.gov/DocumentCenter/Home/View/474>>. Accessed: November 18, 2014.

constructed up to a height of 17 stories. Therefore, views from the San Tomas Aquino Creek Trail, facing east, would be considerably altered with implementation of the Project, particularly at Parcel 4. Due to dense landscaping at the Project site, most views of the Diablo Range are currently obstructed from the San Tomas Aquino Creek Trail, although channelized views are visible in some locations. The proposed development plan would not allow for any future views of the Diablo Range from this location.

To the south, Levi's Stadium and the five-story City parking garage are dominant features. The Convention Center is located directly to the east and while the complex is partially blocked from view by dense pine trees, some of the buildings are still visible. In addition, several bridges span over the creek within the viewshed, including the vehicular bridges at Great America Parkway and Tasman Drive and the bicycle and pedestrian bridge connecting to the Golf Course. Therefore, views from the San Tomas Aquino Creek Trail already encompass a manmade environment of medium-scale development. From the San Tomas Aquino Creek Trail, the following Project components would be visible: the mixed-use development at Parcel 4 to the east; the office development at Parcel 3 to the northeast; and the potential replacement of Fire Station 10, which could either be located in the northwest corner of Parcel 4 or within the surface parking lot of the Convention Center to the west. Implementation of the Project would increase the development intensity of the area, but this would be added to an already existing urban setting.

The Project would also require the construction of a vehicular access route from Great America Parkway, through the Convention Center, and over the San Tomas Aquino Creek and Creek Trail to Parcel 4. The bridge would be similar in design and appearance as the existing bridges over San Tomas Aquino Creek to the north (Great America Parkway) and to the south (Tasman Drive). The bridge would allow direct access to Parcel 4 for bicycles and pedestrians from the existing San Tomas Aquino Creek Trail. A trail bypass would be constructed under the proposed bridge, immediately adjacent to the creek, for the bicyclists and pedestrians who prefer to continue traveling on the trail. The bridge would be approximately 22 feet above msl (approximately 18 feet above the creek). This would change the existing setting by adding visual clutter; however, as explained above, two bridges already span across the 1,500 feet of trail that is adjacent to the Project site. In addition, a third bridge (Tasman Drive) is visible to the south. Therefore, the construction of an additional bridge would add to the already developed nature of the creek and its surroundings, resulting in a *less-than-significant* impact.

Ulistac Natural Area. The majority of the Project site is currently not visible from this location and is generally separated by the office/industrial development at Tasman East and intervening mature trees. However, the proposed buildings with heights up to 17 stories (not to exceed 190 feet above finished grade²⁸) could be visible from the Ulistac Natural Area. In comparison, the Hyatt Regency Hotel building is 15 stories, and Levi's Stadium has a height of 200 feet, both of which are currently visible from this open space area. Therefore, it can be assumed that the proposed buildings would also be visible. However, the Project site is at some distance from the open space area. As such, views of the proposed development would be mainly obstructed by middle-ground views of the existing residential neighborhood, vegetation at the office/industrial development in Tasman East, and the existing Tasman Drive overcrossing. Buildings on Parcels 2, 4, and 5 would be the most visible from this location. However, due to distance and other adjacent development, the Project would appear to blend with its surroundings. In addition, the buildings would not block the majority of view of the Santa Cruz Mountains and would not block views of the Diablo Range. The Project also would not restrict public visibility of the park. Therefore, the visual impact to the Ulistac Natural Area would be *less than significant*.

²⁸ The maximum potential elevation of proposed construction would be about 219 feet above msl.

Overall Degradation of Existing Visual Character or Quality

The Project would result in additional height, bulk, and massing from the proposed buildings, and add access points, which would interrupt existing views of the Santa Cruz Mountains and the Diablo Range. This would not represent a substantial degradation of visual quality and would not be a significant impact on visual character. From most locations, the increased development would represent a small portion of the overall vista. In addition, the Project site is not currently visually consistent with the surrounding setting of medium-scale office, industrial, hotel, and stadium development. The construction of new medium-scale office, residential, hotel, and retail buildings would integrate with the surrounding visual character of the area.

Although the buildings would be prominent features due to the elevated topography and Landfill mounds, the buildings would likely be consistent with those at the Santa Clara Gateway office complex, the Convention Center, and to a lesser extent, Levi's Stadium. As shown in Figures 3.2-11 and 3.2-12, the Project would be similar in height and scale as the Convention Center, the Hyatt Regency Hotel, and Levi's Stadium. In addition, from the immediate vicinity, such as along Lafayette Street, the buildings would appear at a higher elevation and would not be entirely visible from a single vantage point.

The site plan for the Project would increase unity with the surroundings by creating contiguous landscape areas and buildings that reflect an architectural design similar to that of existing structures in the area. Although it is unknown at this time what types of façade articulation and architectural design would be used for the buildings, it is expected that they would be harmonious with each other and their surroundings. They would most likely develop an architectural language of massing, materiality, transparency of façade, and interconnectivity that would link the buildings at the Project site to the broader context. Also, landscaping would serve to screen the lower portions of the proposed structures.

The Project Developer would be required to adhere to Section 18.56 of the City Code, which includes the creation of design standards in planned development areas with their own land use classification to ensure that development is compatible with the existing community and that integrates uses that are not permitted to be combined in other zoning districts, and/or utilizes planning and design concepts that would be restricted in other districts. The standards for a project must include on-site parking, landscaping, building lot cover, height limits, setback requirements, required distances, and buffering between residential and commercial development. The Project a Master Community Plan (MCP), which would include their own design standards, including the creation of open spaces and landscape features to enhance the public realm.

All buildings would be consistent with the existing surrounding built environment and would be consistent with the design guidelines and development standards outlined in the Master Community Plan to be approved by the City. Under the City Code, the review of the Development Area Plan by the Planning Commission and City Council constitutes the equivalent of architectural review. For development on Parcels 1 and 2 in the proximity of the Guadalupe River Trail, the Master Community Plan indicates that the buildings would be set away from the eastern edge of the site by a roadway and landscaped areas that would help minimize and screen views to the buildings so that the Project would not result in an adverse change to the overall trail viewscape. Therefore, the Project would have a ***less-than-significant*** impact on the overall degradation of existing visual character and quality.

Impact AES-2: New Sources of Light and Glare. The Project could create a new source of substantial light or glare that could adversely affect daytime or nighttime views in the area. (LTS/M)

Exterior Lighting

Exterior lighting would be added to the Project site where there currently is little to no lighting. The Project site is visible from SR 237, along with the arterial streets discussed above, and could be a nuisance or distraction to the motorists if substantial lighting sources were introduced to the area. Increased lighting at the site could also affect residents in the neighborhood to the south of Tasman Drive and the neighborhood to the east of the Guadalupe River in San José. Proposed development would result in nighttime lighting from vehicles, the on-site streets, the parking lots/garages, security lighting, and the interior illumination of the buildings. Some of the interior lights for the lower floors would likely be screened by the perimeter vegetation and potentially by window overhangs and awnings.

Because of the urbanized nature of the surrounding area, a substantial amount of ambient nighttime lighting currently exists, affecting views of the nighttime sky. The lighting performance standards set by Leadership in Energy and Environmental Design (LEED) would be followed through lighting specifications, shielding techniques, automatic lighting controls, and light pollution considerations. Nonetheless, the new buildings and increased on-site activity would result in a *significant* increase in lighting in the area.

Glare from Buildings

Glare is caused by light reflections from pavement, vehicles, and building materials, such as reflective glass and polished surfaces. During the daylight hours, the amount of glare depends on the intensity and direction of sunlight. Glare can create hazards to motorists and be a nuisance for bicyclists and pedestrians and other sensitive viewers. With implementation of the Project, highly reflective surfaces at the Project site could pose the most substantial impacts along major road corridors, such as SR 237 and the surrounding arterial streets. At this time, the specific types of building materials and glass surfaces are unknown. Since building material specifics are currently unknown, it is conservatively assumed that the Project would result in *significant* glare impacts.

Vehicle Headlights

The Project site would include surface parking lots and parking garages at all of the development parcels. The light and glare from vehicle headlights and windshields could be a nuisance to the motorists and the adjacent uses. Since the Project site is on top of the Landfill mounds, light and glare from vehicles would likely not be visible on the streets that are down-gradient, such as Lafayette Street and Great America Way. However, due to raised overcrossings, which put sections of nearby roadways, such as Tasman Drive and SR 237, at approximately the same elevation, vehicle headlights would be visible from these locations. The vegetation on the parcels would be removed; however, new trees and other landscaping would be planted at the surface parking lots that would block vehicle headlight spillage.

The proposed parking structures could be visible to motorists traveling along SR 237, adjacent streets and from the adjacent development such as office uses and the Convention Center. As such, light and glare from vehicle headlights on the levels of the aboveground parking could be a nuisance to motorists and occupants of the surrounding uses. There are currently no proposed design and architectural features for the parking structure; therefore, it can be assumed that the vehicle headlights from the

parking garage could spill onto adjacent properties. The exterior wall of the parking structure could conceal headlights of most sedans, but it is not certain that the walls could obstruct lighting from taller vehicles that would also use the garage. Light and glare impacts from vehicle headlights within the aboveground parking levels would, therefore, be **significant**.

MITIGATION MEASURES. Implementation of Mitigation Measures AES-2.1 through AES-2.4 would reduce potential light, glare, and vehicle headlight impacts of the Project to a **less-than-significant** level.

AES-2.1: Installation of Low-Profile Lighting. The Project Developer shall install low-profile, low-intensity lighting directed downward to minimize light and glare.

AES-2.2: Installation of Shielded Fixtures. The Project Developer shall use shielded fixtures for street lighting and park lighting to minimize spill onto the public right-of-way and glare produced by the lighting on the Project site.

AES-2.3: Treat Reflective Surfaces. The Project Developer shall ensure application of low-emissivity coating on exterior glass surfaces of the proposed structures for the purpose of reducing reflection of visible light that strikes the glass exterior and reduction in the amount of interior light being emitted through the glass.

AES-2.4: Provide Obstruction for Glare from Vehicle Headlights in the Proposed Garages. The Project Developer shall ensure that through the architectural design of the parking garages and through or in combination with landscaping or physical screening at the parking structures glare from vehicle headlights shall be screened from off-site viewers.

Cumulative Impacts

The geographic context for cumulative aesthetics impacts is generally confined to areas that are visible from the Project site or have views of the Project site. The cumulative context includes the Project site plus adjacent development along Tasman Drive, Lafayette Street, Great America Way, Great America Parkway, and the open space trails along San Tomas Aquino Creek and the Guadalupe River. Other current projects are not included because of distance, the varying topography of the Project site, and intervening development and landscaping that serve as a visual barrier between the areas. The projects considered in this analysis are listed in the respective impact analyses, below.

Cumulative impacts are addressed only for those thresholds that would result in a Project-related impact, whether it be less than significant, significant, or significant and unavoidable. If the Project would result in no impact with respect to a particular threshold, it would not contribute to a cumulative impact. Therefore, no analysis would be required.

The Project would have no impact related to scenic resources along a State Scenic Highway or scenic vistas because these areas would not be affected by the Project, as discussed above in *Impacts Not Evaluated in Detail*. Therefore, these topics are not considered for cumulative impacts. This cumulative analysis examines the effects of the Project in the relevant geographic area in combination with other current projects, probable future projects, and projected future growth.

Impact C-AES-1: Cumulative Degradation of Aesthetics. The Project, in combination with other foreseeable development in the surrounding area, would not have a significant cumulative impact on visual character or quality and would not cumulatively contribute to new sources of light and glare. This cumulative impact is less than significant. (LTS)

Visual Character or Quality

Only projects that are in the immediate vicinity of the Project site could contribute to degradation of the visual character or quality of the existing neighborhood. The majority of the projects listed in Table 3.0-1 in Section 3.0, *Environmental Impact Analysis*, are too far away to combine with the Project and degrade visual character or quality. The existing public view corridors include SR 237, Lafayette Street, Tasman Drive, Great America Parkway/Great America Way, residential neighborhoods in Santa Clara and San José, the Guadalupe River Trail, San Tomas Aquino Trail, and Ulistac Natural Area. As shown in Figure 3.0-1, projects within the vicinity of these public view corridors include the Homewood Suites Hotels (6), South Bay (7), Trammell Crow Mfg. (8), Trammell Crow R&D (9), 3Com/Cognac Great America (12), Tasman East (20), and Yahoo! (21) projects. Because of intervening urban development between the Project site and the Homewood Suites Hotels (6) and South Bay (7) projects, it is unlikely that the Project and these other projects would be visible together from a single public view corridor. Further, because Homewood Suites Hotels (6) and South Bay (7) are infill projects, these projects would blend in with the existing urban environment. Trammell Crow Mfg. (8) and Trammell Crow R&D (9) would not be visible together with the Project site from a single view corridor because of the distance between the Project site and these other projects, intervening development, and the flat topography of the other project sites. Thus, for purposes of this analysis, the only projects that could be visible from a single view corridor with the Project site are 3Com/Cognac Great America (12), Tasman East (20), and Yahoo! (21), all of which are located in the City of Santa Clara, are considered together in this cumulative analysis.

The 3Com/Cognac Great America (12) site is located approximately 0.1 mile west of the Project site on Great America Parkway, the Tasman East (20) site is located immediately south of the Project site at the intersection of Tasman Drive and Calle Del Sol, and the Yahoo! (21) site is located 0.4 mile southwest of the Project site on Old Ironsides Drive. All three projects are located in proximity to the Project site, are surrounded by similar types of development, and are considered redevelopment of an urban site. The other projects, which propose office and industrial development, would be visually consistent with the surrounding setting (i.e., medium-scale office, industrial, hotel, and stadium development). Given the distance between the Project site and the other projects, depending on the view point, closer development would appear as a dominant feature, while other development would appear to blend with vegetation, existing streets, intervening structures, and the general surroundings.

Most projects in the City and adjacent jurisdictions (such as the City of San José to the east of the Guadalupe River, which could also contribute to the visual setting of the Project area) are required to undergo architectural review, pursuant to the governing municipality's city code. In the City of Santa Clara, architectural review is required for most projects. However, review by the Architectural Committee is not required for Planned Development Master Community Zoning District projects pursuant to Section 18.56.110 of the City Code. Instead, the Project, and others in areas zoned PD-MC, would be subject to the design guidelines and development standards outlined in the respective Master Community Plans, as approved by City Council. In the City of San José, architectural design parameters are established in Envision San José 2014 General Plan Policy CD-1.1 and the City of San José Design Guidelines. For both jurisdictions, any proposal for a new structure an addition to an existing structure, or a change to the exterior of a structure that requires a building permit (with the exception of single-family dwellings, duplexes, and accessory buildings) requires the Planning Commission to conduct an

architectural control review to ensure that the general appearance of the structures will be in keeping with the character of the neighborhood. As discussed in this section, Policy 5.3.1-P29, Policy 5.3.2-P11, and Policy 5.5.2-P2 in the Santa Clara General Plan require the design and character of new development to be compatible, in terms of scale and mass, with existing development. Likewise, Policy CD-1.1 of the San José General Plan establishes standards for architecture and site design and applies strong design controls to all development projects for the enhancement and development of community character and the proper transition between areas with different types of land uses.

The “ACEforward” project and the Capitol Corridor Oakland to San José Phase 2 project envision adding a second track within the UPRR right-of-way, which would not change aesthetics within the existing railroad corridor (with at-grade tracks). The Capitol Corridor project would modify the station at Great America by providing grade-separated pedestrian access (either over or under the tracks). Any new pedestrian overcrossing at the station would be directly adjacent to the Tasman Drive overcrossing and thus should not change aesthetics substantially. Therefore, this is not a factor in the consideration of cumulative aesthetics impacts. A sub-grade pedestrian connection also would not affect aesthetics.

Given the local regulations, other current projects would be expected to adhere to the architectural and design guidelines and would not substantially degrade the visual character or quality of their surroundings. The cumulative effects of the identified developments on visual quality are not considered significant, and the Project’s contribution to a cumulative visual quality impact would be ***less than cumulatively considerable***.

Light and Glare

Other development could include direct illumination of project structures, features, and/or walkways and could increase ambient nighttime lighting levels in the area. The 3Com/Cognac Great America (12), Tasman East (20), and Yahoo! (21) projects, all of which are located within 0.5 mile of the Project site, would include direct illumination of project structures, features, and/or walkways. The projects would also result in increased light and glare from vehicle headlights and be large enough to contribute to a cumulative lighting impact. Building surfaces can also increase glare if they are reflective or if the structures contain large expanses of windows. However, because the other projects would all involve redevelopment of an urban site that already generates light and glare and the land uses proposed are not anticipated to be particularly light intensive, development of the other projects is not anticipated to increase nighttime lighting and glare conditions in the area dramatically. Further, the “ACEforward” project and the Capitol Corridor Oakland to San José Phase 2 project would not introduce substantial new permanent sources of light or glare, only minor lighting associated with a potential new grade-separated crossing for pedestrians. The increase in the number of nighttime trains would introduce additional transitory lights as trains travel adjacent to Lafayette Street and the Project area. This would not be considered a change because there is existing train service; however, it would be more frequent. Because the rail corridor is adjacent to a roadway that is lined with streetlights and there is the existing presence of vehicle lights at night, this is not expected to result in a significant change with respect to light and glare. Thus, cumulative impacts from nighttime lighting and glare would be ***less than significant***, and the Project’s contribution would not be significant.

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