Draft Environmental Impact Report

El Camino Real Specific Plan

SCH# 2019059029

Prepared by

In Consultation with

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SUMMARY

The City proposes a Specific Plan to transform the El Camino Real Focus Area from a series of automobile-oriented strip malls to a tree-lined, pedestrian and transit-oriented corridor with a mix of residential and retail uses. The purpose of the Specific Plan is to refine and implement the General Plan vision for the area by creating goals, policies, and design standards for future development within the Plan boundary. The Plan provides a comprehensive vision for the Plan area along with goals, policies, strategies and development standards to guide the Plan area's future growth in an equitable manner than benefits the community.

It is estimated that build out associated with the proposed Specific Plan through the horizon year of 2040 would include the development of 6,200 housing units, as well as a reduction of approximately 395,000 square feet of commercial space.

Summary of Significant Impacts and Mitigation Measures

The following table is a brief summary of the significant environmental impacts of the project identified and discussed within the text of the EIR, and the mitigation measures proposed to avoid or reduce those impacts. The reader is referred to the main body text of the EIR for detailed discussions of the existing setting, impacts, and mitigation measures. Alternatives to the proposed project are also summarized at the end of this section.

Impact	Mitigation Measures
Air Quality	
Impact AIR-2: The combination of dust from construction activities and diesel exhaust from operation of construction equipment and related traffic for future projects under the Specific Plan could exceed the project-level thresholds. **Impact AIR-3:** Existing and future sensitive receptors could be exposed to construction TACs during construction activities associated with build out of the Specific Plan.	**MM AIR-2.1:** All future development projects under the Specific Plan shall complete construction air quality assessments for construction criteria pollutants and TACs. If construction BAAQMD thresholds are exceeded, future projects shall implement measures to reduce emissions below the thresholds. Emission reduction measures shall include, but not be limited to, the following measures: • Construction equipment selection for low emissions; • Use of alternative fuels, engine retrofits, and added exhaust devices; • Low-VOC paints; • Modify construction schedule; and • Implementation of BAAQMD Basic and/or Additional Construction Mitigation Measures for control of fugitive dust. **MM AIR-2.2:** Operational criteria pollutant analysis shall be conducted in accordance with the latest guidance provided by BAAQMD for projects with the potential to exceed project emission thresholds. The BAAQMD CEQA Air Quality Guidelines provide project screening level sizes to determine if projects warrant modeling to evaluate their emissions. Projects smaller than the screening sizes

Impact	Mitigation Measures
	listed in Table 3-1 of the BAAQMD CEQA Air Quality Guidelines would be considered to have less than significant operational air pollutant emissions. Projects that are found to have emissions above significance thresholds would be required to implement additional mitigation measures, including, but not limited to, the measures described below: • Proposed residential development within the El Camino Real Specific Plan shall implement TDM programs to reduce residential vehicle miles traveled as required by the City's Climate Action Plan. The TDM programs would be reviewed and approved by the Community Development Director prior to issuance of building permits. An annual TDM monitoring report shall be submitted to the Community Development Director to document each development is meeting the required TDM program reductions. • Proposed development within the Specific Plan shall incorporate additional green building measures such as rooftop solar photovoltaic systems, rough-ins for electric vehicle charging, use of efficient lighting and irrigation, and recycle water, as feasible, to the satisfaction of the Community Development Director. • Developed parcels shall require within their Covenants, Conditions & Restrictions (CC&Rs) and/or ground leases requirements for all future interior spaces to be repainted only with architectural coatings that meet the "Low-VOC" or "Super-Compliant" requirements. **Less than Significant Impact with Mitigation Incorporated**
Biological Resources	
Impact BIO-1: Construction activities associated with future development within the project area could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment.	**MM BIO-1.1:** Construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February through August. **MM BIO-1.2:** If it is not possible to schedule demolition and construction between September and January, pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests would be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of construction activities during the early part of the breeding

Impact	Mitigation Measures
	season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the ornithologist would inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with the California Department of Fish and Wildlife, would determine the extent of a construction-free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests would not be disturbed during project construction. **Less than Significant Impact with Mitigation Incorporated**
Impact BIO – 5: Tree removal from redevelopment of individual parcels under the Specific Plan would result in a significant impact to mature trees. **(Significant Impact)**	**MM BIO – 5.1:** Projects proposing or required to retain trees on-site shall implement precautionary measures during site construction to limit adverse environmental effects on ordinance-protected trees that are to be retained. A tree protection plan shall be prepared by a qualified arborist that, at a minimum, requires installation of an open material (e.g., chain link) fence six feet in height around the drip line and maintenance of the existing grade level around a tree and out to its drip line. **MM BIO – 5.2:** Project proponents under the Specific Plan will comply with the City Code and submit permit applications for removal of all trees covered by the City's tree ordinance. Any street trees or heritage trees to be removed would require replacement on-site or off-site at a minimum 2:1 ratio per General Plan Policy 5.3.1-P10. To the extent feasible, the replacement trees will be planted on-site and the project proponent will comply with all other tree removal requirements imposed by the City. **Less than Significant Impact with Mitigation Incorporated**
Cultural Resources	
Impact CUL-2: Redevelopment of the Specific Plan area could result in impacts to unknown buried archaeological resources and human remains. **(Significant Impact)**	**MM CUL-2.1:** Prior to the issuance of any grading permit, a geoarchaeological buried sensitivity assessment and a project-specific Archaeological Monitoring Plan shall be developed, to the satisfaction of the Community Development Director, and implemented to guide the project should any significant archaeological deposits be uncovered during construction. The assessment and Plan shall focus on areas along both sides of Saratoga Creek within the project

Impact	Mitigation Measures
	boundaries, as well as on the eastern end of the project site within the project boundaries (south side of El Camino Real between Pierce Street and Lafayette Street). The Archaeological Monitoring Plan shall provide detailed guidance for how impact areas should be methodically excavated under the direct supervision of a qualified archaeologist. A qualified archaeologist and a representative from the local Native American community shall monitor all initial ground-disturbing activities associated with these two areas of potential sensitivity. **MM CUL-2.2:** A qualified archaeologist shall monitor the demolition of the building foundations and any other below surface disturbances, such as but not limited to, grading, excavation, roadway improvements, potholing for utilities, utility removal, and addressing storm drain issues. After demolition activities and surface improvements are removed for projects involving excavation, and prior to other construction activities, conduct mechanical presence/absence exploration to a depth ranging from 6.5 to 10 feet below ground surface. Presence/absence efforts shall be conducted by a qualified local archaeologist. If any cultural resources are identified, all activity in the vicinity of such resources shall stop until a research design and treatment plan is prepared to address those types of resources encountered and such plan is approved by the City. Any cultural resources identified shall be evaluated to determine if these resources would qualify for the NRHP or CRHR. If no resources are found during presence/absence testing, the implementation of mitigation measures, MM CUL-1.2 and MM CUL-1.3, would ensure any resources discovered during construction are adequately protected. **MM CUL-2.3:** In the event that buried, or previously unrecognized archaeological deposits or materials of any kind are inadvertently exposed during any construction activity, work within 50 feet of the find shall cease until a qualified archaeologist can assess the find and provide recommendations for further treatment, if warranted. Preservation in place is the preferred treatment of an archeological resource. When preservation in place of an archeological resource is not feasible, data recovery, in accord with a data recovery plan prepared and adopted by the City, is the appropriate mitigation. Construction and potential impacts to the area within a radius determined by the archaeologist shall not recommence until the assessment is complete. **MM CUL-2.4:** In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped.

Impact	Mitigation Measures
	The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) immediately. Once 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 CEQA Guidelines. **Less Than Significant Impact with Mitigation Incorporated**
Geology and Soils	
Impact GEO-6: Development proposed under the Specific Plan has the potential to disturb paleontological resources if projects include deep excavations. **(Significant Impact)**	**MM GEO-6:** Projects requiring excavation 25 feet or more bgs would require monitoring by a qualified paleontologist. In the event paleontological resources are discovered all work shall be halted within 50 feet of the find and a Paleontological Resource Mitigation Plan shall be prepared by a qualified paleontologist to address assessment and recovery of the resource. A final report documenting any found resources, their recovery, and disposition shall be prepared in consultation with the Community Development Director and filed with the City and local repository. **Less Than Significant Impact with Mitigation Incorporated**
Hazards and Hazardous Materials	
Impact HAZ –1: Existing hazardous materials contamination in soils and groundwater on the site has the potential to impact construction workers and adjacent land uses if disturbed during demolition or construction of new buildings and structures on the site. **(Significant Impact)**	**MM HAZ-1.1:** Prior to the start of any demolition or construction activity, a property-specific Phase I ESA shall be completed in accordance with ASTM Standard Designation E 1527-13 (or most recent version) to identify Recognized Environmental Conditions, evaluate the property history, and establish whether or not the property is likely to have been impacted by chemical releases. Soil, soil vapor, and/or groundwater quality studies (Phase II ESAs) shall subsequently be conducted, if warranted, based on the findings of the property-specific Phase I ESAs, to evaluate if mitigation measures are needed to protect the health and safety of site occupants. At parcels with an agricultural history, soil sampling and laboratory analyses shall be conducted to evaluate if agricultural chemicals are present prior to redevelopment or earthwork activities. Because pesticides were often stored within structures such as barns or sheds, and pesticide mixing was often performed near agricultural wells on such parcels,

Impact	Mitigation Measures
	the sampling shall include an evaluation of these areas (if they can be identified), along with the former agricultural field and orchard areas. All site mitigation measures identified in the property-specific Phase I and II ESAs shall be completed under the oversight of an appropriate regulatory agency, such as the SCCDEH, DTSC, or RWQCB. Any required cleanup/mitigation of the site during development activities shall meet all applicable federal, state, and local laws, regulations, and requirements. The project applicant shall provide the appropriate oversight agency's written approval of the site mitigation measures to the City of Santa Clara prior to the issuance of a demolition and/or grading permit. **MM HAZ-1.2:** Prior to the start of earthwork activities (e.g., excavation, trenching, grading, etc.) on properties with known contaminants of concern (COC) exceeding the lower of the then-current DTSC, RWQCB, or EPA regulatory levels and/or appropriate residential/commercial screening levels, including sites having either open or closed LUST or CPS cases, an appropriate corrective action/risk management plan shall be prepared that reflects the results of the on-site investigations. The corrective action/risk management plan shall describe mitigation measures necessary to protect the health and safety of future site occupants and establish appropriate management practices for handling and monitoring of impacted soil, soil vapor, and groundwater that may be encountered during construction activities. The corrective action/risk management plan shall be prepared by an Environmental Professional and be submitted to an appropriate overseeing regulatory agency (e.g., SCCDEH, DTSC, or RWQCB) for review. Regulatory agency approval shall be obtained prior to commencing earthwork activities. A Health and Safety Plan shall also be prepared to establish health and safety protocols for personnel working at the site. All mitigation measures shall be completed under regulatory agency oversight and meet all applicable federal, state, and local laws, regulations, and requirements. Following completion, a report documenting compliance with the provisions of the corrective action/risk management plan and describing the work completed shall be submitted and approved by the overseeing regulatory agency. **MM HAZ-1.3:** As part of the facility closure process for occupants that use and/or store hazardous materials, the Santa Clara Fire Department requires that a closure plan be submitted by the occupants that describes required closure activities, such as removal of remaining hazardous materials, cleaning of hazardous material handling equipment,

Impact	Mitigation Measures
	decontamination of building surfaces, and waste disposal practices, among others. Facility closure shall be coordinated with the Santa Clara Fire Department to ensure that required closure documents are completed prior to redevelopment of site parcels or changes in use. **MM HAZ-1.4:** If a project requires importing soil for property grading, the source and quality of imported soil shall be documented according to the DTSC's Clean Fill Advisory (October 2001). **MM HAZ-1.5:** Groundwater monitoring wells associated with identified LUST and CPS cases shall be protected during construction. Upon written approval from the overseeing regulatory agency and the well owner, wells may be destroyed under permit from the Santa Clara Valley Water District (Valley Water) prior to development activities. Relocation of the wells may be required. Monitoring wells that are no longer in use, or any unidentified wells (such as former agricultural wells) encountered during construction activities, shall be properly destroyed in accordance with Valley Water Ordinance 90-1. Prior to redevelopment of the site, well records from the California Department of Water Resources (DWR) shall be researched, and attempts shall be made to locate and properly destroy any identified abandoned on-site wells. Any proposed well closure or destruction activities on a redevelopment site shall be completed, and any proposed well protection measures shall be approved by the Director of Public Works prior to the issuance of a grading permit. A well destruction report shall be submitted to the Santa Clara Fire Department as proof of completion of any well closure. **Less Than Significant Impact with Mitigation Incorporated**
Noise	
Impact NOI-1: Land uses in the project vicinity would be exposed to a substantial temporary increase in ambient noise levels due to project construction activities. **(Significant Impact)**	**MM NOI-1.1:** Develop and adhere to a construction noise control plan to be submitted to the City for review and approval prior to issuance of a demolition and/or grading permit, including, but not limited to, the following available controls. • Ensure that construction activities (including the loading and unloading of materials and truck movements) within 300 feet of residentially zoned

Impact	Mitigation Measures
	property are limited to the hours of 7:00 a.m. to 6:00 p.m. on weekdays and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays. • Ensure that excavating, grading and filling activities (including warming of equipment motors) within 300 feet of residentially zoned property are limited to the hours of 7:00 a.m. to 6:00 p.m. on weekdays and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays. • Contractors equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment. • Contractors utilize "quiet" models of air compressors and other stationary noise sources where technology exists. • Locate loading, staging areas, stationary noise-generating equipment, etc. as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses. • Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project area. • Comply with Air Resource Board idling prohibitions of unnecessary idling of internal combustion engines. • Construct solid plywood fences around construction sites adjacent to operational business, residences or noise-sensitive land uses. • Route construction-related traffic along major roadways and as far as feasible from sensitive receptors. • Businesses, residences or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing. Designate a "construction liaison" that will be responsible for responding to any local complaints about construction noise. The liaison will determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures

Impact	Mitigation Measures
	to correct the problem. Conspicuously post a telephone number for the liaison at the construction site. • Include a disclosure in the lease of future tenants within the El Camino Real Specific Plan properties that provides information regarding the on-going construction activities within the area. **MM NOI-1.2:** If pile driving occurs, the following best management practices shall be included in the construction noise control plan. • During pile driving, pre-drill foundation pile holes to minimize the number of impacts required to seat the pile. • During pile driving activities, install "acoustical blankets" to provide shielding for receptors located within 100 feet of the site, or use a noise attenuating shroud on the pile driving hammer. **Less Than Significant Impact with Mitigation Incorporated**
Impact NOI-1.3: Mechanical equipment from future projects located in close proximity to existing residential land uses could result in noise levels in exceedance of City standards for fixed sources. **(Significant Impact)**	**MM NOI-1.3:** Prior to the issuance of building permits, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the City's requirements. A qualified acoustical consultant shall be retained by the applicants for future development projects to review mechanical noise as the equipment systems are selected in order to determine whether the proposed noise reduction measures sufficiently reduce noise to comply with the City's residential noise limits. Noise reduction measures that would accomplish this reduction include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors. **Less Than Significant Impact with Mitigation Incorporated**
Impact NOI-2: Existing and planned land uses in the project vicinity could be exposed to an increase in ambient vibration levels due to project construction activities. **(Significant Impact)**	**MM NOI-2.1:** Comply with the City Code construction hours requirements to limit the hours of exposure to surrounding properties. The City Code limits construction activities within 300 feet of residentially zoned property to the hours of 7:00 AM to 6:00 PM. on weekdays and between the hours of 9:00 AM. and 6:00 PM on Saturdays. No construction is permitted on Sundays or holidays.

Impact	Mitigation Measures
	MM NOI-2.2: Avoid using vibratory rollers and tampers near sensitive areas, such as shared property lines with residential land uses. Whenever possible, use cast-in-drilled-holes piles for projects requiring deep foundations to reduce construction vibration. **MM NOI-2.3:** When vibration-sensitive structures are within 18 feet of a project development site or within 86 feet of a project proposing pile-driving, survey the condition of existing structures and, when necessary due to the structure type and resulting vibration due to the construction activities proposed, perform site-specific vibration studies to direct construction activities. Contractors shall continue to monitor effects of construction activities on surveyed sensitive structures, notify the Community Development Director of any damage caused by vibration, and repair or compensate for any such damage caused by vibration within a time period established by the Community Development Director upon receiving notice pursuant to this measure. The results of the vibration monitoring shall be summarized and submitted in a report to the Community Development Director prior to issuance of an occupancy permit. **MM NOI-2.4:** Construction management plans for construction projects that have the potential to exceed the 0.3 in/sec. PPV threshold, particularly those involving pile driving, shall include predefined vibration reduction measures, notification requirements for properties within 200 feet of scheduled construction activities, and contact information for on-site coordination and complaints. The construction management plan shall be submitted to the City for review and approval prior to issuance of a demolition or grading permit. **MM NOI-2.5:** Include a disclosure in the lease of future tenants within the El Camino Real Specific Plan properties that provides information regarding the ongoing construction activities within the area. **Less Than Significant Impact with Mitigation Incorporated**

Summary of Project Alternatives

The following is a summary of the project alternatives. Please refer to *Section 7.0 Alternatives* for the complete discussion of project alternatives. CEQA requires that an EIR identify alternatives to the project as proposed. The CEQA Guidelines specify that an EIR identify alternatives which "would

feasibly attain the most basic objectives of the project but avoid or substantially lessen many of the significant environmental effects of the project," or would further reduce impacts that area considered less than significant with the incorporation of identified mitigation.

No Project Alternative

The CEQA Guidelines specifically require consideration of a "No Project" Alternative. The purpose of including a No Project Alternative is to allow decision makers to compare the impacts of approving the project with the impacts of not approving the project. The Guidelines specifically advise that the No Project Alternative is "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." The Guidelines emphasize that an EIR should take a practical approach, and not "…create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment (Section 15126.6[e][3][B])."

The Plan area is currently developed with low-intensity, auto-oriented commercial uses. The Plan area could, therefore, remain as it is or be redeveloped with uses consistent with the Thoroughfare Commercial (CT) and Community Commercial (CC) zoning districts. Both no project alternatives area discussed below.

No Project/No Redevelopment Alternative

The No Project/No Redevelopment Alternative assumes that the Plan area would remain as developed today with its current or a similar set of uses. The No Project/No Redevelopment Alternative would avoid all of the Specific Plan's environmental impacts, but would not meet any of the City's objectives for the El Camino Real Focus Area.

No Project/Commercial, Residential and Office Redevelopment Alternative

This alternative assumes that the Plan area would be redeveloped with the maximum allowable development under the current commercial, residential and office zoning districts, summarized below. Maximum allowable building heights within these zoning district range from 25 to 100 feet, and the City's Zoning Code does not require height step backs for properties that abut residential neighborhoods.

Existing Zoning in the Specific Plan Area				
Zoning Designation	***Allowed Height***	***Acres***	***Percent of Total***	***Allowed Uses***
Thoroughfare Commercial	35 feet	103.6	40	Retail business establishments, department stores, shops, small offices, personal service uses, auto-related sales and services, motels/hotels, rental businesses
Community Commercial	50 feet	92.1	36	Retail businesses establishments, department stores, shops, small offices,

Existing Zoning in the Specific Plan Area				
				personal service uses (e.g. hair salon, dry cleaner)
Planned Development	NA	20.9	8	Any and all uses
Office Professional	35 feet	10.4	4	Professional offices, clinics and pharmacies, nursing homes, preschools
Moderate Density Residential	two stories/25 feet	8.5	3	Single-family homes, duplexes, multi-family homes
Light Industrial	70 feet	6.4	2	Commercial storage, wholesale warehouses, plants/facilities for light industrial uses such as assembly, manufacturing, compounding, processing, and repair.
Single Family Residential	two stories/25 feet	6.1	2	Single-family homes
General Office	100 feet	2.5	1	Financial and general business offices, clinics and pharmacies, preschools, lodges/clubs, mortuaries
Public/Quasi-Public	NA	2.2	1	Government offices, fire and police facilities, public utilities, transit stations, commercial adult care and childcare centers, places of worship, public and private schools, cemeteries, hospitals, places of assembly and other facilities that have a unique public character as their primary use.
Duplex Residential	Two stories/25 feet	2.0	1	Single-family homes, duplexes
Total	**255**	**254.7**	100	

Source: Raimi + Associates

The Plan area could be developed with approximately 76 percent commercial, six to 14 percent residential, and five percent office uses under this alternative. The most common land use existing within the Plan area is retail commercial, with lesser amounts of public/institutional, mixed-use, medium/high density residential, single-family residential and light industrial making up the remaining properties. There are approximately 2,265,000 square feet of commercial space and office uses, and approximately 2,500 residential units existing within the Plan area currently. Approximately 30 percent of the Plan area's buildable land (excluding streets, rail rights-of-way,

creeks, and parks) is currently occupied by buildings. Most of the remaining 70 percent is occupied by surface parking lots and associated drive aisles and landscaping.[1]

Build out of the Plan area under the No Project/Commercial, Residential and Office Redevelopment Alternative would substantially increase vehicle trips over the existing condition, as much of the area currently vacant or used for parking would convert to commercial and residential uses that generate traffic. As with the proposed project, this Alternative would exacerbate existing unacceptable LOS F operations at Intersections #8 (El Camino Real/San Tomas Expressway), #18 (Lawrence Expressway/Southbound US 101), and #43 (Scott Boulevard/Harrison Street), as described in Section 3.17 Transportation. It would likely result in additional traffic impacts by foregoing opportunities to place residences near current and planned jobs. Additionally, the directionality of trips would be modified as the Plan area would attract workers in the AM peak hour instead of vehicle trips leaving the area during the AM peak hour as would be expected with residential use. This trip pattern would also be reversed during the PM peak hour. Although the intersection impacts might be slightly different due to the directionality of the vehicle trips, given the substantially increased volume of trips it is anticipated that greater traffic impacts would result. The No Project/Commercial, Residential and Office Redevelopment Alternative, which would allow a greater proportion of commercial uses to residential uses than the proposed project, would also exacerbate the City's existing jobs/housing imbalance and likely increase commute times and distances which would be a significant unavoidable impact due to inconsistency with General Plan policies that were adopted to mitigate environmental impacts. The No Project/Commercial, Residential and Office Redevelopment Alternative would also likely result in greater significant criteria pollutant impacts and potentially significant GHG emissions impacts due to the increased number of trips and VMT from workers traveling to the Plan area.

The No Project/Commercial, Residential and Office Redevelopment Alternative would not meet the City's primary project objectives of increasing housing density to help meet the City's state-mandated RHNA numbers, allowing new development that appropriately transitions to existing adjacent residential neighborhoods, and allowing more intensive development and public improvements focused at key nodes, which would include a concentration of retail, services, housing, and new public gathering areas. This alternative would also be unlikely to provide substantial public open space to serve the needs of area residents. The No Project/Commercial, Residential and Office Redevelopment Alternative, therefore, would not meet the City's primary objectives for the El Camino Real Focus Area consistent with the General Plan.

The No Project/Commercial, Residential and Office Redevelopment Alternative would likely result in higher air quality impacts and GHG emissions due to increased vehicle trips. The traffic impacts at intersections and on freeways would also likely increase due to the volume of new trips in similar commute patterns as existing trips in the vicinity of the Plan area. This alternative would also exacerbate the City's jobs/housing imbalance in a manner inconsistent with the General Plan. The No Project/Commercial, Residential and Office Redevelopment Alternative would not meet the City's primary objectives of increasing housing density in the El Camino Real Focus Area and advancing the City's RHNA goals.

[1] City of Santa Clara. El Camino Real Specific Plan: Area Profile.

Reduced Development Alternative

A Reduced Scale Development Alternative would have a reduced number of residential units and a reduced amount of retail/commercial and office square footage within the boundaries of the Specific Plan area. The residential unit and commercial square footage totals would represent the maximum amount that would avoid any significant unavoidable impacts and achieve as many of the project objectives as possible. Given that the there are no significant unavoidable CEQA impacts identified in this EIR, however, it is not necessary to consider a Reduced Scale Alternative to the project.

Environmentally Superior Alternative

The CEQA Guidelines specify that an EIR must identify the environmentally superior alternative among those alternatives discussed. If the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative amongst the other alternatives [Section 15126.6(e)(2)].

Based upon the previous discussion, the environmentally superior alternative would be the No Project Alternative, which would avoid the identified significant impacts. This alternative would not meet the City's primary objectives of guiding future development and redevelopment activities within the area toward multi-modal supportive uses and improvements, including an increase in housing density to help meet the City's state-mandated RHNA numbers, and more intensive development and public improvements focused at key nodes, which would include a concentration of retail, services, housing, and new public gathering areas.

SECTION 1.0 INTRODUCTION

The City of Santa Clara, as the Lead Agency, has prepared this Draft Environmental Impact Report (EIR) for the El Camino Real Specific Plan ("Plan" or "Specific Plan") in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

This section discusses (1) the legal basis for preparing a Program EIR pursuant to CEQA; (2) the scope and content of the EIR; (3) the intended uses of the EIR; and (4) the environmental review process required under CEQA. The proposed Specific Plan is described in detail in Section 2.0, Project Description.

1.1 PURPOSE AND LEGAL AUTHORITY

The proposed Specific Plan requires the discretionary approval of the City of Santa Clara City Council; therefore, the project is subject to the environmental review requirements of CEQA. In accordance with Section 15121 of the CEQA Guidelines, the purpose of this EIR is to serve as an informational document that:

> "...will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project."

As the CEQA Lead Agency for this project, the City of Santa Clara is required to consider the information in the EIR along with any other available information in deciding whether to approve the project (i.e., adopt the Specific Plan). It is not the intent of an EIR to recommend either approval or denial of a project.

This EIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in CEQA Guidelines Section 15168, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the City (as Lead Agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address environmental issues and/or cumulative impacts on a comprehensive basis. Agencies generally prepare Program EIRs for programs or a series of related actions that are linked geographically; are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways. By its nature, a Program EIR considers the "broad" effects associated with implementing a program (such as a specific plan) and does not, and is not intended to, examine the specific environmental effects associated with individual actions that may be undertaken under the guise of the larger program.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine what, if any, additional CEQA documentation needs to be prepared. If the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental

documents may not be required (CEQA Guidelines Section 15168(c)). When a Program EIR is relied on for a subsequent activity, the Lead Agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (CEQA Guidelines Section 15168(c)(3)). If a subsequent activity would have significant effects not addressed in the Program EIR, the Lead Agency must prepare a new Initial Study leading to a Negative Declaration (ND), Mitigated Negative Declaration (MND), or project-level EIR. In this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines (Section 15168(h)) encourage the use of Program EIRs, citing the following five advantages:

1. Provision of more exhaustive consideration of impacts and alternatives that would be practical in an individual EIR
2. Focus on cumulative impacts that might be slighted in a case-by-case analysis
3. Avoidance of continual reconsideration of recurring policy issues
4. Consideration of broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them
5. Reduction of paperwork by encouraging the reuse of data (through tiering)

1.2 EIR SCOPE

In accordance with Section 15082 of the CEQA Guidelines, the City of Santa Clara prepared a Notice of Preparation (NOP) for this EIR. The NOP was circulated to local, state, and federal agencies on May 7, 2019. The standard 30-day comment period concluded on June 6, 2019. The NOP provided a general description of the proposed project and identified possible environmental impacts that could result from implementation of the project. The NOP indicated that the following issue areas would be discussed in the EIR:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire

The City received 15 written comments in response to the NOP. Appendix A of this EIR includes the NOP and comments received on the NOP. The City of Santa Clara also held a public scoping meeting on May 23, 2019, to discuss the project and solicit public input as to the scope and contents of this EIR. The meeting was held at the Central Park Library at 2635 Homestead Road in Santa Clara. Verbal comments provided at the scoping meeting were noted. A summary of the written and verbal comments received by the City is included in Appendix A.

1.3 USES OF THIS EIR

This EIR is an informational document for use in the City's review and consideration of the El Camino Real Specific Plan. It is to be used to evaluate the potential impacts of implementing the proposed Specific Plan and to ensure that the Plan includes policies that mitigate significant impacts to the greatest extent possible. The proposed Specific Plan will guide subsequent actions taken by the City in its review of new development projects within the Plan area and its establishment of new and/or revised programs for the Plan area. This EIR discloses the possible environmental consequences associated with the proposed Specific Plan. The information and analysis in this EIR will be used by the Santa Clara Planning Commission, City Council, and the general public.

1.4 EIR PROCESS

1.4.1 Notice of Preparation and Scoping

In accordance with Section 15082 of the CEQA Guidelines, after deciding an EIR is required, the lead agency (City of Santa Clara) must file a NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing. The NOP must be posted in the County Clerk's office for at least 30 days.

As described above in Section 1.3, EIR Scope, the City of Santa Clara prepared and circulated an NOP to local, state, and federal agencies on May 7, 2019. The NOP was also sent to the State Clearinghouse and posted at the County Clerk's office. The standard 30-day comment period concluded on June 6, 2019. Appendix A of this EIR includes the NOP and comments received on the NOP.

1.4.2 Draft EIR Public Review and Comment Period

Publication of this Draft EIR will mark the beginning of a 45-day public review period. During this period, the Draft EIR will be available to the public and local, state, and federal agencies for review and comment. Notice of the availability and completion of this Draft EIR will be sent directly to every agency, person, and organization that commented on the NOP and included contact information, as well as the Office of Planning and Research. Written comments concerning the environmental review contained in this Draft EIR during the 45-day public review period should be sent to:

City of Santa Clara, Planning Division
1500 Warburton Avenue
Santa Clara, California 95050
Attn: Lesley Xavier
Email: lxavier@santaclaraca.gov

1.5 FINAL EIR/RESPONSES TO COMMENTS

Following the conclusion of the 45-day public review period, the City of Santa Clara will prepare a Final EIR in conformance with CEQA Guidelines Section 15132. The Final EIR will consist of:

- Revisions to the Draft EIR text, as necessary;
- List of individuals and agencies commenting on the Draft EIR;
- Responses to comments received on the Draft EIR, in accordance with CEQA Guidelines (Section 15088);
- Copies of letters received on the Draft EIR.

Section 15091(a) of the CEQA Guidelines stipulates that no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings. If the lead agency approves a project despite it resulting in significant adverse environmental impacts that cannot be mitigated to a less than significant level, the agency must state the reasons for its action in writing. This Statement of Overriding Considerations must be included in the record of project approval.

1.5.1 Notice of Determination

If the project is approved, the City of Santa Clara will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office and available for public inspection for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15094(g)).

SECTION 2.0 PROJECT INFORMATION AND DESCRIPTION

The proposed project involves the adoption of the El Camino Real Specific Plan ("Specific Plan" or "Plan"). The proposed Specific Plan provides a vision and planning framework for future growth and development in the El Camino Real Corridor. The Plan provides a comprehensive vision for the Plan area along with goals, policies, strategies and development standards to guide the Plan area's future growth in an equitable manner that benefits the community.

This section of the EIR describes the Specific Plan, including the Lead Agency, characteristics of the Plan area, background on the development of the Plan, the key components of the Specific Plan, potential build out in the Plan area over the time horizon of the Plan (through 2040), and the approvals needed to adopt the proposed Plan. Actual development under the provisions of the Plan would require subsequent approvals and permits including consideration of whether the environmental impacts of an individual project are addressed in this EIR or if further environmental review is required.

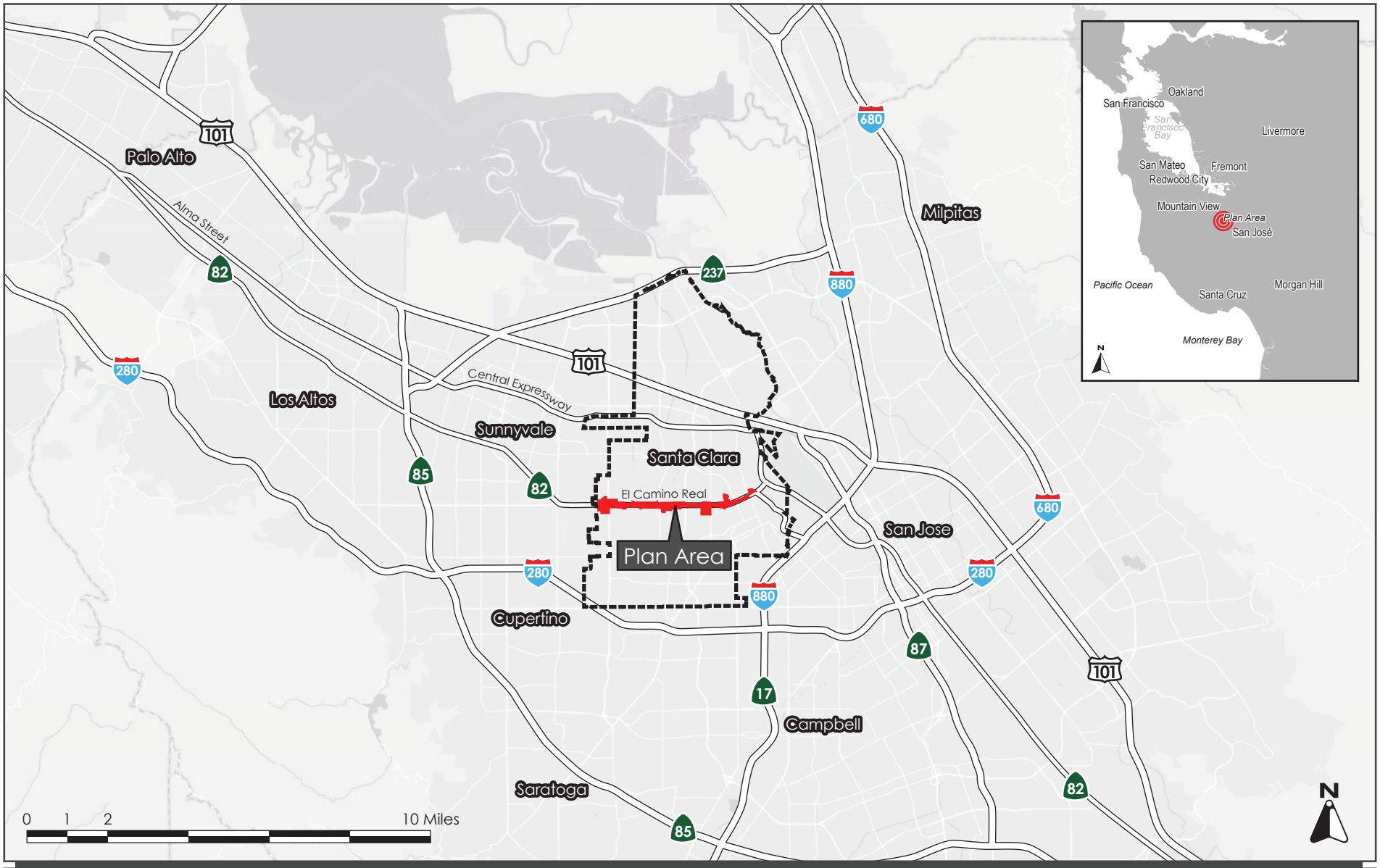
2.1 LEAD AGENCY

City of Santa Clara, Planning Division
1500 Warburton Avenue
Santa Clara, California 95050
Attn: Lesley Xavier, Principal Planner
Email: lxavier@santaclaraca.gov

2.2 PROJECT LOCATION

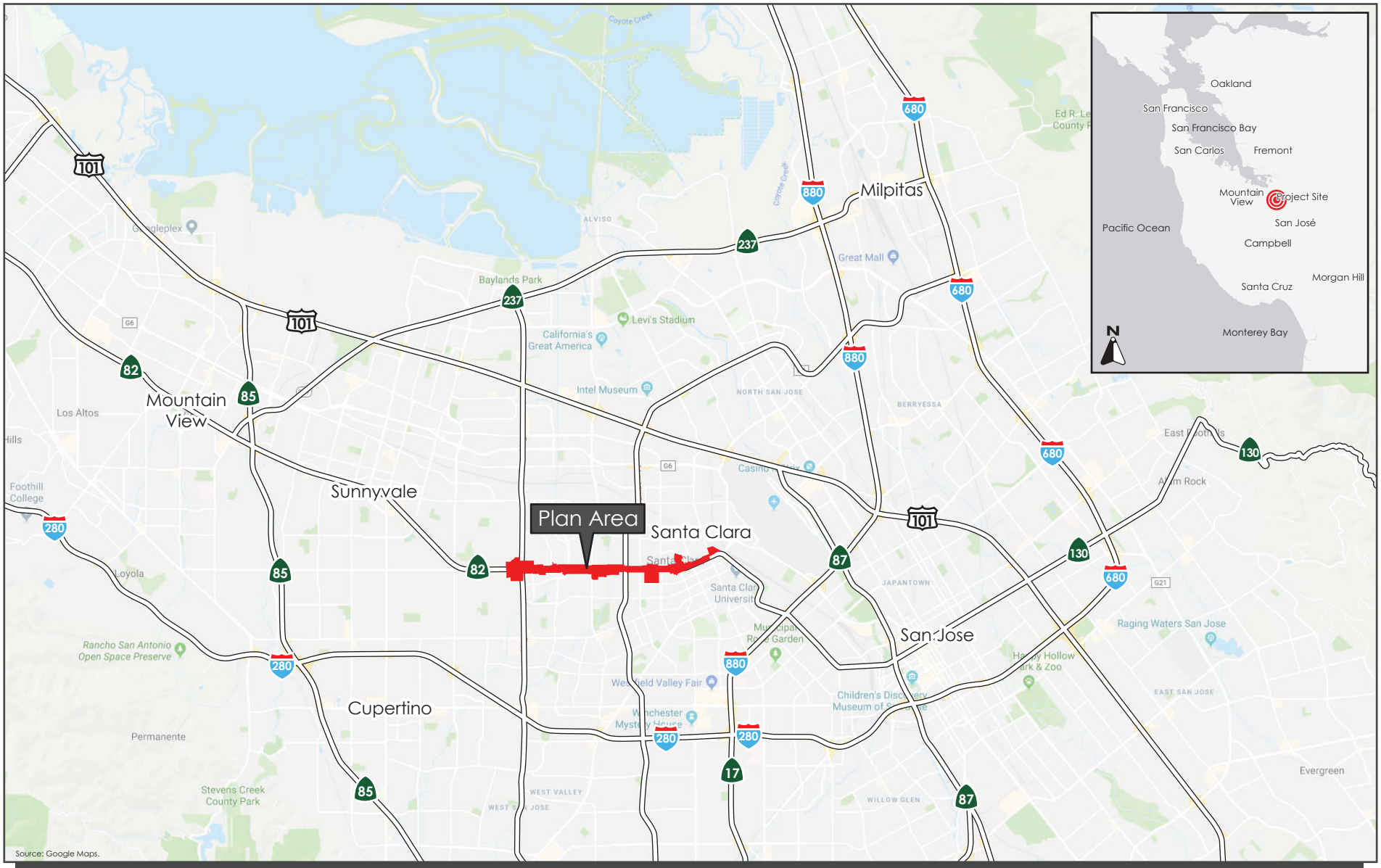
The City of Santa Clara is located in northwest Santa Clara County in an area commonly referred to as the South Bay or Silicon Valley. Santa Clara is surrounded by the cities of Sunnyvale to the west, and San José to the south and east, and the San Francisco Bay to the north. Regional access to Santa Clara is via Interstate 280 (I-280) to the south and US Highway 101 (US 101) to the north. (Refer to Figure 2.2-1 Regional Map)

El Camino Real is the primary east-west route and a state highway running through the middle of the City of Santa Clara. The Plan area is comprised of approximately 316 acres of properties that are located immediately adjacent to the segment of the El Camino Real between Lafayette Street on the east and the City limits on the west. The Plan area is surrounded in most directions by single-family neighborhoods. The project location is shown in Figure 2.2-2 (ECR Plan Area Vicinity Map).



REGIONAL MAP

FIGURE 2.2-1



EL CAMINO REAL SPECIFIC PLAN AREA VICINITY MAP | FIGURE 2.2-2

2.3 PROJECT BACKGROUND

The City of Santa Clara adopted its comprehensive 2010-2035 General Plan in November 2010 which designated nine Future Focus Areas throughout the City to support and foster the City's diverse economic and cultural base. For Phase I of the General Plan (2010-2015), the Focus Areas include the El Camino Real Focus Area. The General Plan vision for the El Camino Real Focus Area is to transform it from a series of automobile-oriented strip-malls to a tree-lined, pedestrian- and transit-oriented corridor with a mix of residential and retail uses. General Plan Policy 5.4.1-P23 requires the City to prepare a precise plan for the segment of El Camino Real in the Focus Area to ensure that development is coordinated, and its design is consistent with what is envisioned in the Focus Area.

A Specific Plan is being developed for the El Camino Real corridor to allow for the adoption of a customized set of development standards to guide the development of the Plan area. The Specific Plan will also provide an implementation strategy that will identify available funding sources, timeline and phasing of necessary infrastructure and improvements, and recommended additional funding sources or mechanisms to be used to pay for planned public improvements. The proposed Specific Plan is intended to meet the requirements of General Plan Policy 5.4.1-P23.

The most common land use existing within the proposed El Camino Real Specific Plan area is retail commercial, with lesser amounts of public/institutional, mixed-use, medium/high density residential, single-family residential and light industrial making up the remaining properties. There are approximately 2,265,000 square feet of commercial space and office uses, and approximately 2,500 residential units existing within the Plan area currently. Approximately 30 percent of the Plan area's buildable land (excluding streets, rail rights-of-way, creeks, and parks) is currently occupied by buildings. Most of the remaining 70 percent is occupied by surface parking lots and associated drive aisles and landscaping.

General Plan Housing and Land Use Elements

In April 2014, the City of Santa Clara initiated its General Plan Housing and Land Use Planning Elements update for the 2015-2023 planning period, including the 2015-2023 State Regional Housing Needs Assessment housing cycle. This update was adopted by the City Council on December 9, 2014. The work on the Housing and General Plan Land Use Element Update helped inform the comprehensive planning process for the El Camino Real Specific Plan. The El Camino Real Specific Plan area provides an opportunity for reaching housing goals identified in the City's share of the State-required Regional Housing Needs Allocation and for meeting the demand for housing that has resulted from job and retail growth in the City and region.

Approved and Ongoing Development Projects Within the Specific Plan Area

At the time of preparation of this EIR, the following development projects were approved or pending within or in the vicinity of the El Camino Real Specific Plan area.

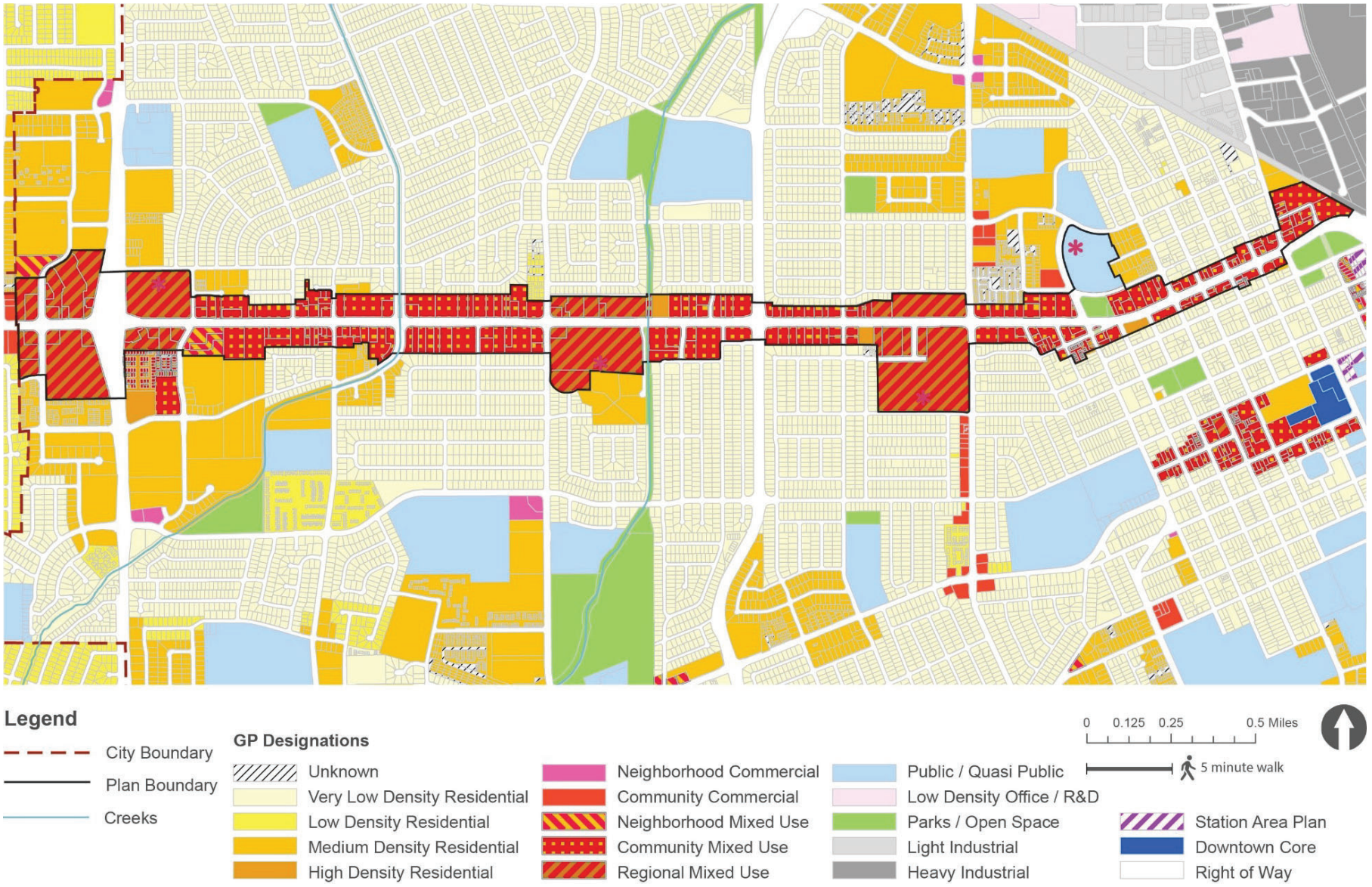
Table 2.3-1: Approved and Pending Development Projects					
File No.	Street Address	Acreage	Project Description	Dwelling Units	Commercial Square Footage
Approved Applications					
PLN2014-10765	1480 Main Street	0.34	(Camino Main) Rezone to Planned Development (PD) for 12 units and 1,000 square feet of commercial (vacant lot)	12	1,000
PLN2017-12723	2232 El Camino Real	2.74	Tentative Map (T-Map) and Rezoning a 2.74 acre project site to PD for a four-story mixed-use project with 151 senior apartment homes, 17,909 square foot of commercial space, and 277 parking spaces provided in a wrapped parking structure and parking lot.	151	17,909
PLN2017-12589; PLN2017-12669	2780 El Camino Real	2.88	(Moonlite Lanes) General Plan Amendment (GPA) from Regional Commercial to Medium Density Residential; Rezone from CC to PD & Architectural Review for 58 three-story townhomes	58	-
PLN2015-11361	1890 El Camino Real		Rezone and Architectural Review Committee (ARC) for 56 for sale condo units	56	-
PLN2012-09540	3700 El Camino Real	12.6	(Gateway Village Santa Clara) Rezone/Subdivision Map/Architectural Committee (AC) approval for 476 dwelling units (includes 15 live/work) and 108,000 square feet of retail space (formerly Kohls Site)	476	-
PLN2013-09805	2585 El Camino Real	1.38	GPA from Community Mixed Use to High Density Residential and rezone for 60 condo for sale units	60	-
PLN2017-12578	3402 El Camino Real	2.27	(The Deck) Rezoning of a 2.27-acre site for a mixed-use project with 66 apartment units, 9,900 square feet of retail	66	9,919
PLN2013-09744	2615 (Formerly - 2611, 2621, 2635, 2645, 2655) El Camino Real	3.57	(Villas on the Blvd) formerly Russel's Furniture and El Real Nursery; GPA to change the land use designation from Regional Mixed Use to High Density	186	-

Table 2.3-1: Approved and Pending Development Projects					
			Residential and rezone from CT to PD to allow 186 Multi-Family (MF) units		
PLN2015-11520	820 Civic Center Dr	0.36	Rezone and T-Map to allow one existing and three new two-story detached residential units, including preserving the existing house in place on site	4	-
PLN2012-09113	1368 El Camino Real / 1460 Monroe	0.67	(Madison Place) 28 housing units / 5,530 square foot retail / 1,460 sq. ft. office	28	6,726
PLN2013-09789	3229 El Camino Real	3.4	(Tuscany Apts) rezone to PD to allow development of a four-story, 133-unit housing project	133	-
PLN2011-08732	2525 El Camino Real	1.1	(Camino del Rey) Rezone a 1.1-acre site from Thoroughfare Commercial (CT) to PD to construct a three-story senior housing project with 48 units	48	-
PLN2010-08180	1450 El Camino Real		(El Presidio) GPA from GT (25 du/ac) to High Density Residential (HDR) (49 du/ac) and a rezoning for 40 affordable apartments and over 3,000 square feet of office/retail space. (Demo two Single Family Detached (SFD) and one commercial building	40	-
PLN2017-12726	1375 El Camino Real	2.26	(Catalina) Rezone a 2.26-acre site for 54 townhomes inclusive of eight live work units (demo 28,000 square feet of auto oriented uses)	54	-
PLN2015-11152	1525 Alviso Street	2.09	Rezone from Light Industrial (ML) to PD for 40 attached townhomes on a 2.1-acre site (demo two warehouse buildings, outdoor storage)	40	-
PLN2018-13609	1433 El Camino Real	1.69	(Catalina 2) Planned Development Rezoning from CT & General Office (OG) to construct an attached 39 unit townhome development that includes seven live/work units on a combined 1.71-acre site & Vesting Tentative Subdivision Map to create for-sale units, private street & utility corridors	39	-

Table 2.3-1: Approved and Pending Development Projects					
			(Demo one SFD and 6,758 commercial building)		
Pending Applications					
PLN2016-11686	2490, 2500 El Camino Real	7.14	GPA from Community Mixed Use to Regional Mixed Use; PD rezoning and AC approval for 262 MF units and 20 townhomes units, a 311-room hotel, and 215,074 square feet of commercial space on a 7.14-acre site	282	206,000
PLN2018-13265	3035 El Camino Real	1.89	Rezoning from CT to Planned PD and Architectural Review for the demolition of existing building and site improvements, and the new mixed use construction of 48 residential condominiums including live work condominiums	42	-

2.3.1 Existing General Plan Land Use Designations

General Plan land use designations within the Plan area include: Medium Density Residential; High Density Residential; Community Commercial; Neighborhood Mixed Use; Community Mixed Use; Regional Mixed Use; Public/Quasi Public; and Parks/Open Space. The majority of the Plan area is designated Regional Mixed Use or Community Mixed Use. Public facilities and parks/open space are generally consistent with what currently exists within the Plan area. Figure 2.3-1 shows the General Plan land use designations applicable to the Plan area and surrounding properties. Table 2.3-2 presents the approximate acres of each land use designation in the Plan area and the permitted uses and density/intensity for each designation.



GENERAL PLAN LAND USE DESIGNATIONS | FIGURE 2.3-1

Table 1.5–2: General Plan Land Use Designation in the Plan Area			
General Plan Designation	**Permitted Uses**	**Density/ Intensity**	**Acres**
Community Commercial	Community shopping centers and supermarkets, local professional offices, medical facilities, banks, restaurants, gas stations, and neighborhood-type services	0.5 floor area ratio (FAR)	2.0
Community Mixed Use	Community retail, commercial, and office uses, and medium density residential	0.10 FAR 20-36 dwelling units per acre	115.8
High Density Residential	Higher density residential development with an urban feel, with mid-rise buildings, structured or below-grade parking, and shared open space.	37-50 dwelling units per acre	8.0
Medium Density Residential	Medium density residential building types including low-rise apartments, townhouses and rowhouses with garage or below-grade parking.	20-36 dwelling units per acre	0.9
Neighborhood Mixed Use	Ground-level neighborhood-serving retail, service or office uses along street frontages and residential development on upper floors.	0.10 FAR 20-36 dwelling units per acre	6.2
Parks/ Open Space	Improved and unimproved park and open space facilities, managed natural resource areas, and outdoor recreation areas. Includes neighborhood, community, and regional parks, public golf courses, recreational facilities, and nature preserves.	N/A	3.0
Public/ Quasi Public	Variety of public and quasi-public uses, including government offices, fire and police facilities, transit stations, adult care and childcare centers, religious institutions, schools, cemeteries, and hospitals	N/A	10.4
Regional Mixed Use	Higher intensity retail, local serving offices, hotel and service uses, except for auto oriented uses, and high density residential.	0.15 FAR 37-50 dwelling units per acre	104.0
Note: Table does not include roadway right-of-way, which has no General Plan land use designation.			

Existing Zoning Districts

Existing zoning regulations in the El Camino Real Specific Plan area are established by the City of Santa Clara Zoning Code. Zoning districts in the Plan area are listed below.

B-Public or Quasi-Public;
CC-Community Commercial;
CT-Thoroughfare Commercial;
HT-Historical Combining;
ML-Light Industrial
OA-Professional and Administrative Office;
OG-General Office;
PD-Planned Development;
R1-6L-Single Family;
R3-25D-Moderate Density Multiple Dwelling;

The majority of the Plan area is zoned CC-Community Commercial and CT-Thoroughfare Commercial. Both of these zoning districts are intended for the development of medium to large retail shopping centers and auto-oriented commercial uses. The existing zoning districts are primarily commercial, which do not allow housing and are thus inconsistent with the Regional Mixed Use and Corridor Mixed Use land use designations shown in the General Plan.

2.4 PROJECT DESCRIPTION

2.4.1 Specific Plan Components

The proposed Specific Plan provides a vision and planning framework for future growth and developing in the El Camino Real Corridor (i.e., Plan area). The Specific Plan includes the following chapters:

- The **Introduction** chapter (Chapter 1) describes the Plan area conditions and context, relationship to other existing and applicable land use plans, the purpose of the Specific Plan, and the community engagement and Plan development process.
- The **Vision and Framework** chapter (Chapter 2) provides the long-term vision and guiding principles and framework for the Plan area.
- The **Land Use** chapter (Chapter 3) describes the future land uses in the Plan area and provides broad policy direction for the range of future land uses envisioned along El Camino Real. It also includes an overview of the three character areas along the corridor, including the intent or vision for each and associated land use designations.
- The **Development Standards and Guidelines** chapter (Chapter 4) provides policy direction and development standards for the land uses and building forms envisioned in the Plan area. These policies and standards complement other citywide guidance, such as the City's zoning regulations that would apply to future private and public development projects and public improvements.

- The **Transportation and Public Spaces** chapter (Chapter 5) provides guidance for future improvements to public streets, bicycle and pedestrian facilities, the public right-of-way, and public spaces within the Specific Plan area. It describes the multimodal transportation network for the El Camino Real corridor, including the pedestrian, bicycle, transit, and vehicular networks, and encourages efficient parking strategies, proactive transportation demand management, and well-designed public frontages, sidewalks, and community spaces to increase the corridor's overall functionality and livability.
- The **Implementation** chapter (Chapter 6) describes the implementation activities and strategies needed to fulfill the vision of the Plan, organizing implementation actions into programs and capital improvements.

2.4.1.1 *Vision and Framework*

The Specific Plan seeks to articulate and implement a long-range vision for the Plan area by establishing a broad set of goals, principles, and strategies. The Plan's Vision Statement is assembled as a set of desired outcomes, which are summarized below.

- Increase the amount of parks, green space, plazas, and other public space that encourages pedestrian activity, recreation, and access to nature.
- Integrate a variety of landscaping and street trees along the El Camino Real corridor.
- Improve the pedestrian experience, public space, aesthetics, safety, and design quality throughout the Plan area.
- Improve pedestrian, bicycle, transit, and vehicle connections in the Plan area, with a focus on better connections between El Camino Real and adjacent neighborhoods.
- Provide a range of multimodal transportation options and improvements.
- Implement parking management solutions that most efficiently use parking resources.
- Ensure compatibility with the residential neighborhoods that are adjacent to the planning area and encourage sensitive design transitions in bulk, height, and massing, provision of public amenities, and uses and services that benefit surrounding neighborhoods.
- Increase the variety of retail amenities and amount of public space and gathering places to create destinations along the El Camino Real corridor.
- Support a diverse mix of uses within the Plan area including retail, housing, civic spaces, and community facilities.
- Support a variety of appropriately scaled and designed housing types, both market rate and affordable housing, along the corridor while protecting existing neighborhoods from privacy, shading, and traffic impacts.
- Beautify the El Camino Real corridor by improving the visual appearance and character of existing building facades, requiring high-quality design for new development and renovations, renovating streets, encouraging public art and unique street furnishings, and adding landscaping and open space.
- Create a sustainable urban environment that incorporates green building, energy efficiency, water conservation, and stormwater management best practices.
- Support health and well-being through cross-cutting strategies such as active transportation, connections to open space, access to healthy foods, and improved air quality.

The following six conceptual frameworks, as described in the Plan, are integrated throughout the Specific Plan and set the stage for policies, standards, and guidelines throughout the Plan:

Focus Development at Key Activity Nodes

The Specific Plan uses a strategy that focuses more intensive development and public improvement at nodes of activity, such as key intersections and large commercial destinations. This strategy coordinates development, streetscape and open space improvements with areas of highest intensity and pedestrian activity. The Plan area is organized into distinct character areas, while allowing a range of commercial and residential uses along the corridor. Key locations with more intensive and focused new commercial and residential development, as well as pedestrian and open space improvements are designated "Activity Centers." Activity Centers would serve as the key commercial destinations along the corridor, providing places to eat, shop, socialize, and fulfill daily needs. The areas "in-between" these Activity Centers would feature a lower-intensity mix of commercial and residential uses. These areas would have moderate improvements to urban design and pedestrian accessibility and would support seamless transition to adjacent lower-density residential neighborhoods.

Respect the Character of Adjacent Neighborhoods

Most of the residential parcels surrounding the El Camino Real corridor area directly abut non-residential or higher-density parcels within the Plan area. The Specific Plan proposes a neighborhood transition strategy to ensure that new development provides appropriate and sensitive transitions in height and scale to existing neighborhoods with the goals of preserving neighborhood character and protecting light and privacy. This transition strategy limits building heights and requires taller buildings to step down toward existing neighborhoods. Other design treatments, such as deeper setbacks, encouraging house-form building types and varied rooflines, and required landscaping would also help to buffer existing houses from new development.

Create Memorable Public Open Spaces

While many valuable open space amenities can be found just outside the corridor, El Camino Real currently lacks public open spaces. In addition to the parkland dedication requirements contained in City Code Chapter 17.35, the Specific Plan seeks to create new plazas and open spaces along the corridor that provide a place where residents and visitors can gather comfortably, that have their own distinctive identity, are safe and visually attractive, and contribute to local character. This network of open spaces would complement the public parks required by the City Code, as well as adding publicly-accessible privately-owned open space. Key to the successful transformation of El Camino Real is creating a network of memorable public spaces. Special places such as plazas, pedestrian-oriented streets, and other public gathering spaces can create a strong identity for the corridor as an important center of activity. Some of the key features of the future open space network are as follows:

- A primary functional and identifiable public open space should be located at the heart of each new Activity Center along the corridor.
- New public open spaces should be designed to facilitate and encourage social gathering and events.
- Open space sizes, uses, and design types should be varied throughout the Plan area.

- Stormwater detention, drainage swales, and green infrastructure should be integrated as an open space features.

Calabazas and Saratoga Creeks should become attractive, accessible, and recreationally valuable trail amenities that connect El Camino Real to larger public open spaces just outside the corridor.

Enhance Connectivity Along and Across the Corridor

Connections to and from El Camino Real for all users including transit riders, vehicles, pedestrians, and cyclists would be important for the long-term success of the corridor's retail businesses and residential neighborhoods. A number of north-south corridors and pathways cross El Camino Real at regular intervals. These include major arterials such as Calabazas Boulevard, Bowers Avenue/Kiely Boulevard, and Scott Boulevard, as well as smaller streets that provide connections to surrounding residential neighborhoods. The western portion of the Plan area is less walkable, with longer blocks and fewer cross streets, whereas the area east of Scott Boulevard features numerous neighborhood connections at shorter intervals. The Plan recommends improvements to existing routes and crossings as well as new routes to increase connectivity to, from, and along the corridor. Larger Activity Center parcels should be divided into smaller blocks over time as development or on-site improvements occur, creating new connections and more walkable blocks. New connections should be publicly-accessible and prioritize pedestrian and bike users.

Improve Multimodal Access and Safety for All Travel Modes

The vision for El Camino Real is to transform this auto-oriented arterial into a multimodal "complete street" designed to accommodate all travel modes. Complete streets provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, and motorists regardless of age or ability. The proximity of the Plan area to the Santa Clara Caltrain and future BART station presents a unique opportunity to maximize transit trips by improving the multimodal functionality of the corridor. The long-term design concept for El Camino Real recommends modifications to the right-of-way that would better balance users, reduce conflicts, and create a safer experience for pedestrians, bicyclists, and transit riders. To improve multimodal access and safety on El Camino Real, the Plan outlines a series of improvements including adding protected bicycle lanes, providing enhanced bus stop/boarding areas, widening sidewalks, creating new and improved intersections and crossings, requiring better landscaping and lighting, and improving the pedestrian environment. This is further supported by design standards and guidelines that would create aesthetically pleasing and well-defined streetscapes and corners, and frontages that foster pedestrian activity and interest.

In the interim condition, the Specific Plan would allow the removal of on-street parking and installation of a Class II buffered or Class IV protected bicycle lane on both sides of El Camino Real (within City limits) within the existing curb to curb dimension of the street. Street parking would remain along properties without on-site parking.

Promote a Range of Housing Options

Similar to other cities in the San Francisco Bay Area, there is a shortage of housing in Santa Clara, particularly affordable housing, to serve the needs of its growing employment base. Housing is envisioned to play an important and increasing role in the El Camino Real Specific Plan area,

leveraging the transit-oriented location and existing retail amenities while meeting a critical local and regional need for increased housing supply. The intention of the Specific Plan is to promote a range of housing options and affordability levels to realize the vision for a mixed-use, mixed-income community along the corridor. New housing anticipated in this Specific Plan is consistent with the goals in the City's Housing Element and General Plan, which project a portion of the City's future residential growth to occur along the corridor.

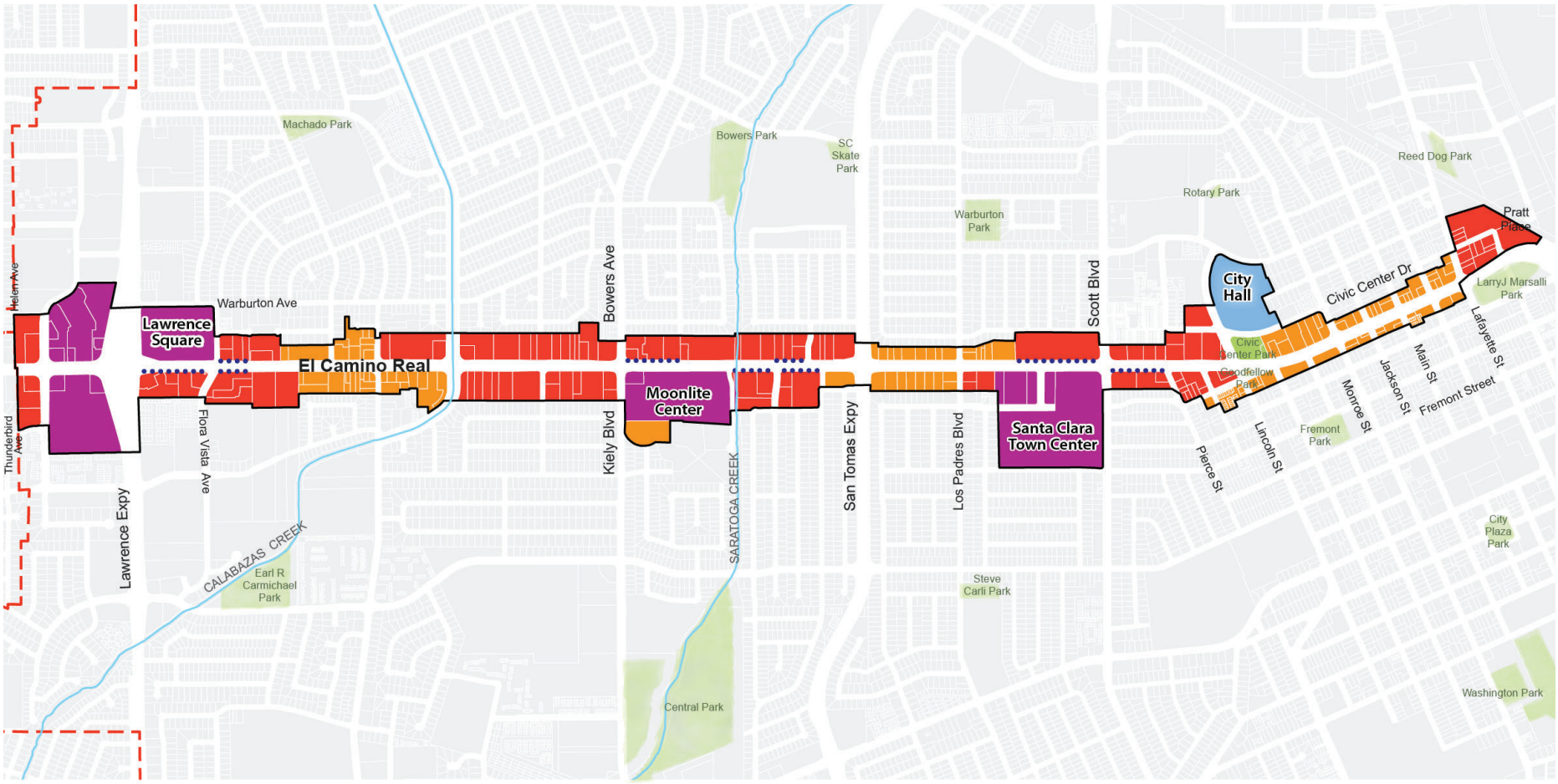
In addition to state laws that support the provision of affordable housing (such as the Housing Accountability Act or the State Density Bonus Law), there are a number of locally controlled policies and programs that are available to cities to increase the supply of affordable housing. Santa Clara has implemented some of these, such as adopting an inclusionary housing ordinance, which requires new residential and non-residential developments to contribute to affordable housing, either through development of on-site units or the payment of fees to support the creation of affordable housing. Based on the City's 15 percent affordable housing on-site requirement that applies to developments with 10 or more units, it is estimated that between 450 and 1,200 new affordable housing units would be developed in the Plan area over the next 10 to 20 years, in addition to significant fee revenue to support construction of affordable units. These additional affordable units will make a significant impact on the overall stock of affordable housing in the City of Santa Clara as well as the City's compliance with meeting Regional Housing Needs Assessment (RHNA) targets. Other tools available to the City to support creation of affordable housing include various county, state, regional, and federal resources such as the Santa Clara County Measure A Housing Bond Funds, The Housing Trust Fund Silicon Valley which has a multi-family rental loan program and first-time homebuyer program, Housing Successor Agency Program Income, the California Multifamily Housing Program, and the Federal HOME program and Low Income Tax Credits, among others.

2.4.1.2 *Land Use*

The Land Use chapter contains policies that provide guidance regarding the intended mix and focus of land uses in the Plan area, and provide a policy framework for the topic- and location-specific design standards and guidelines contained in Chapter 4 (Development Standards & Guidelines).

Character Areas

In addition to providing the standards and guidelines that would apply to all development in the Plan area, the Specific Plan also defines three land use designations with corresponding character areas along the El Camino Real and provides specific standards and guidelines for these areas. These three character areas are defined as: 1) Regional Commercial Mixed-Use; 2) Corridor Mixed Use; and 3) Corridor Residential. Each character area is shown on the following Land Use Plan exhibit (Figure 2.4-1) and described in more detail in Table 2.4-1.



Legend

- Regional Commercial Mixed-Use
  - 5-6 Stories
  - Commercial required: 0.2 min FAR
  - Residential: 55-100 du/acre
- Corridor Mixed Use
  - 4-5 Stories
  - Commercial: Allowed not required
  - Residential: 45-65 du/acre
- Ground Floor Commerical Required
- Corridor Residential
  - 3-4 Stories
  - Commercial: Allowed not required
  - Residential: 16-35 du/acre
- Public/Quasi-Public
- Parcels
- Creeks
- Parks
- Project Boundary

0 0.25 Miles

5 minute walk

PROPOSED LAND USE PLAN

FIGURE 2.4-1

Table 1.5–1: El Camino Real Specific Plan Land Use Designations			
General Plan Designation	**Permitted Uses**	**Density/ Intensity**	**Acres**
Regional Commercial Mixed Use	High-intensity commercial or mixed-use residential and commercial development with open space that can serve as a center for community gathering and activity. A large variety of commercial uses are allowed including retail, restaurant, entertainment, offices, hotel, and service uses to meet local and regional needs.	Min. Commercial FAR: 0.02 Residential Density Range: 55-100 dwelling units per acre	84.7
Corridor Mixed Use	Mix of commercial uses and medium-to-high density residential at smaller cross-streets along El Camino Real. This designation allows for stand-alone commercial or residential uses, and mixed-use development in a horizontal or vertical format. However, there are key locations along the El Camino Real corridor where ground floor commercial uses are required. Commercial uses under this designation are intended for local and neighborhood serving retail, office, and service uses.	Residential Density Range: 45-65 dwelling units/acre	92.3
Corridor Residential	Low- to mid-rise residential building types such as garden apartments, townhouses, and rowhouses with garages or below-grade parking. This designation is generally applied to smaller parcels along the corridor that are constrained by shallow lot depths and parcel aggregation challenges. Commercial ground floor uses are allowed and encouraged in this designation, but not required. Additionally, standalone commercial development with compatible commercial uses that promote pedestrian activity along the street shall be permitted.	Residential Density Range: 16-45 dwelling units/acre	61.5
Public/ Quasi Public	Variety of public and quasi-public uses, including government offices, fire and police facilities, transit stations, adult care and childcare centers, religious institutions, schools, cemeteries, and hospitals	N/A	10.4

Regional Commercial Mixed-Use

Regional Commercial Mixed-Use character areas, also referred to as Activity Centers in the Specific Plan, are located at major intersections and generally correspond to existing large retail shopping centers along El Camino Real. As its name suggests, this character area corresponds with the Regional Commercial Mixed-Use land use designation. This designation is intended for high-intensity commercial or mixed-use residential and commercial development with open space that can serve as a center for community gathering and activity. A large variety of commercial uses would be allowed including retail, restaurant, entertainment, offices, hotel, and service uses to meet local and regional needs. Auto-oriented uses and live/work uses are not appropriate in this designation. Residential uses would be allowed in a horizontal format (residential and commercial side by side) or vertical format (commercial on ground floor and residential on above floors).

The Specific Plan envisions development under this designation as having an urban feel and typically being comprised of mid-rise buildings featuring structured or below-grade parking. Projects developed within this land use designation would be required to provide at least 10 percent of their land area as shared public outdoor space. All new development under this designation with frontage along El Camino Real must include ground floor commercial uses along El Camino Real. Site frontage along other major streets (arterials or collectors) would provide active uses. Mixed-use development must include at least a 0.20 commercial FAR distributed across the development project. Additional standards that would apply to the Regional Commercial Mixed-Use designation are summarized in Tables 1.5-2 and **Error! Reference source not found.**.

Table 1.5–2: Regional Commercial Mixed-Use Intensity Standards

Standard	***Density/ Intensity***
Maximum stories/height to top of wall	Five-to six stories (70 feet)
Minimum floor area ratio	0.2
Maximum dwelling units per acre	55-100 dwelling units per acre
Minimum commercial ground floor area	50 percent of the ground floor along El Camino Real parcel frontage
Maximum height adjacent to residential	Building heights must be at or below a 45-degree plane line from the nearest property line at grade.

Table 1.5–3: Regional Commercial Mixed-Use Setback and Lot Coverage Standards

Standard	***Ground Floor Commercial***	***Other Ground Floor Uses***
El Camino Real front setback, from property line[1]	Five to 15 feet	15-20 feet
Street setback, other than El Camino Real	10-15 feet	15-20 feet
Minimum side and rear setback from adjacent parcel or alley	Five feet	10 feet

Table 1.5–3: Regional Commercial Mixed-Use Setback and Lot Coverage Standards		
Minimum setback adjacent to residentially zoned parcel	25 feet	25 feet
Minimum transparency	50 percent	Not applicable
Pedestrian entries	Pedestrian entry is required on each primary block frontage	Pedestrian entry is required on each primary block frontage
Maximum lot coverage	80 percent	80 percent
Minimum required open space (private or public)	15 percent	40 percent
Maximum surface parking length along El Camino Real parcel frontage	30 percent	30 percent
Minimum required private open space	Not applicable	80 square feet per unit[2]
Minimum required public open space[3]	10 percent	10 percent

[1] 75 percent of the building façade must be built up to the setback line.

[2] Setback areas are not considered usable open space unless they are at least 20 feet wide. Up to 50 square feet of space may be provided as common private outdoor areas. Up to 50 percent of this could be provided in an indoor communal space so long as it opens directly on to a common outdoor space.

[3] New public open space should have a minimum 25-foot dimension in at least one direction and a minimum total area of 200 square feet.

Corridor Mixed Use

The Corridor Mixed Use land use designation is intended to encourage a mix of commercial uses and medium-to-high density residential. This designation would allow for standalone commercial or residential uses, and mixed-use development in a horizontal format (residential and commercial side by side) or vertical format (commercial on ground floor and residential on above floors). There are, however, key locations along the El Camino Real corridor where ground floor commercial uses would be required, as shown on Figure 2.4-1. Commercial uses under this designation are intended for local and neighborhood serving retail, office, and service uses. Auto-oriented uses are not envisioned in these areas.

The Specific Plan envisions development under this designation as having an urban feel and typically being comprised of mid-rise buildings with shared open space and parking behind buildings, below-grade, or in structures to ensure that active uses face public streets. New buildings constructed within Corridor Mixed Use character areas would have minimal setbacks and active, pedestrian-oriented frontages. These areas would share many of the characteristics of Regional Commercial Mixed-Use character areas, but would be implemented at a lower intensity with smaller buildings. Additional standards that would apply to the Corridor Mixed Use designation are summarized in Tables 1.5-4 and 1.5-5.

Table 1.5–4: Corridor Mixed Use Intensity Standards	
Standard	***Density/ Intensity***
Maximum stories/height to top of wall	Four to five stories (65 feet)
Minimum floor area ratio	Not applicable
Maximum dwelling units per acre	45-65 dwelling units per acre
Minimum commercial ground floor area	50 percent of the ground floor along El Camino Real parcel frontage in designated locations; all other areas commercial is allowed but not required
Maximum height adjacent to residential	Within 45-degree plane from property line at grade; lower building height adjacent to residential may apply through development review process.

Table 1.5–5: Setback and Lot Coverage Standards		
Standard	***Ground Floor Commercial***	***Other Ground Floor Uses***
El Camino Real front setback, from property line[1]	Five to 15 feet	15-20 feet
Street setback, other than El Camino Real	10-15 feet	15-20 feet
Minimum side and rear setback from adjacent parcel or alley	five feet	10 feet
Minimum setback adjacent to residentially zoned parcel	25 feet	25 feet
Minimum transparency	50 percent	Not applicable
Pedestrian entries	Pedestrian entry is required on each primary block frontage	Not applicable
Maximum lot coverage	80 percent	80 percent
Minimum required open space (private or public)	10 percent	40 percent
Maximum surface parking length along El Camino Real parcel frontage	30 percent	30 percent
Minimum required private open space	0	100 square feet per unit[2]
Minimum required public open space	Not applicable	Not applicable

[1] 75 percent of the building façade must be built up to the setback line.

[2] Setback areas are not considered usable open space unless they are at least 20 feet wide. Up to 50 square feet of space may be provided as common private outdoor areas. Up to 50 percent of this could be provided in an indoor communal space so long as it opens directly on to a common outdoor space.

Corridor Residential

The Corridor Residential character area is intended for low-to-mid-rise residential building types such as garden apartments, townhouses, and row houses with garages or below-grade parking. These areas would provide a moderate-intensity residential character and a transition to adjacent single-family residential neighborhoods. The Corridor Residential land use designation is generally applied to smaller parcels along the corridor that are constrained by shallow lot depths and parcel aggregation challenges. The Specific Plan envisions commercial ground floor uses in this designation but does not require commercial. Additionally, standalone commercial development with compatible commercial uses that promote pedestrian activity along the street would be permitted. Auto-oriented development is not envisioned in this designation. Additional standards that would apply to the Corridor Residential designation are summarized in Tables 1.5-6 and 1.5-7.

Table 1.5–6: Corridor Residential Intensity Standards

Standard	***Density/ Intensity***
Maximum stories/height to top of wall	Three to four stories (50 feet)
Minimum floor area ratio	Not applicable
Maximum dwelling units per acre	16-45 dwelling units per acre
Minimum commercial ground floor area	Commercial is allowed but not required
Maximum height adjacent to residential	Within 45-degree plane from property line at grade; lower building height adjacent to residential may apply through development review process.

Table 1.5–7: Corridor Residential Setback and Lot Coverage Standards

Standard	***Ground Floor Commercial***	***Other Ground Floor Uses***
El Camino Real front setback, from property line[1]	Five to 15 feet	15-20 feet
Street setback, other than El Camino Real	10-15 feet	15 feet
Minimum side and rear setback from adjacent parcel or alley	five feet	10 feet
Minimum setback adjacent to residentially zoned parcel	20 feet	20 feet
Minimum transparency	50 percent	Not applicable
Pedestrian entries	Pedestrian entry is required on each primary block frontage	Pedestrian entry is required on each primary block frontage
Maximum lot coverage	90 percent	90 percent
Minimum required open space (private or public)	10 percent	40 percent

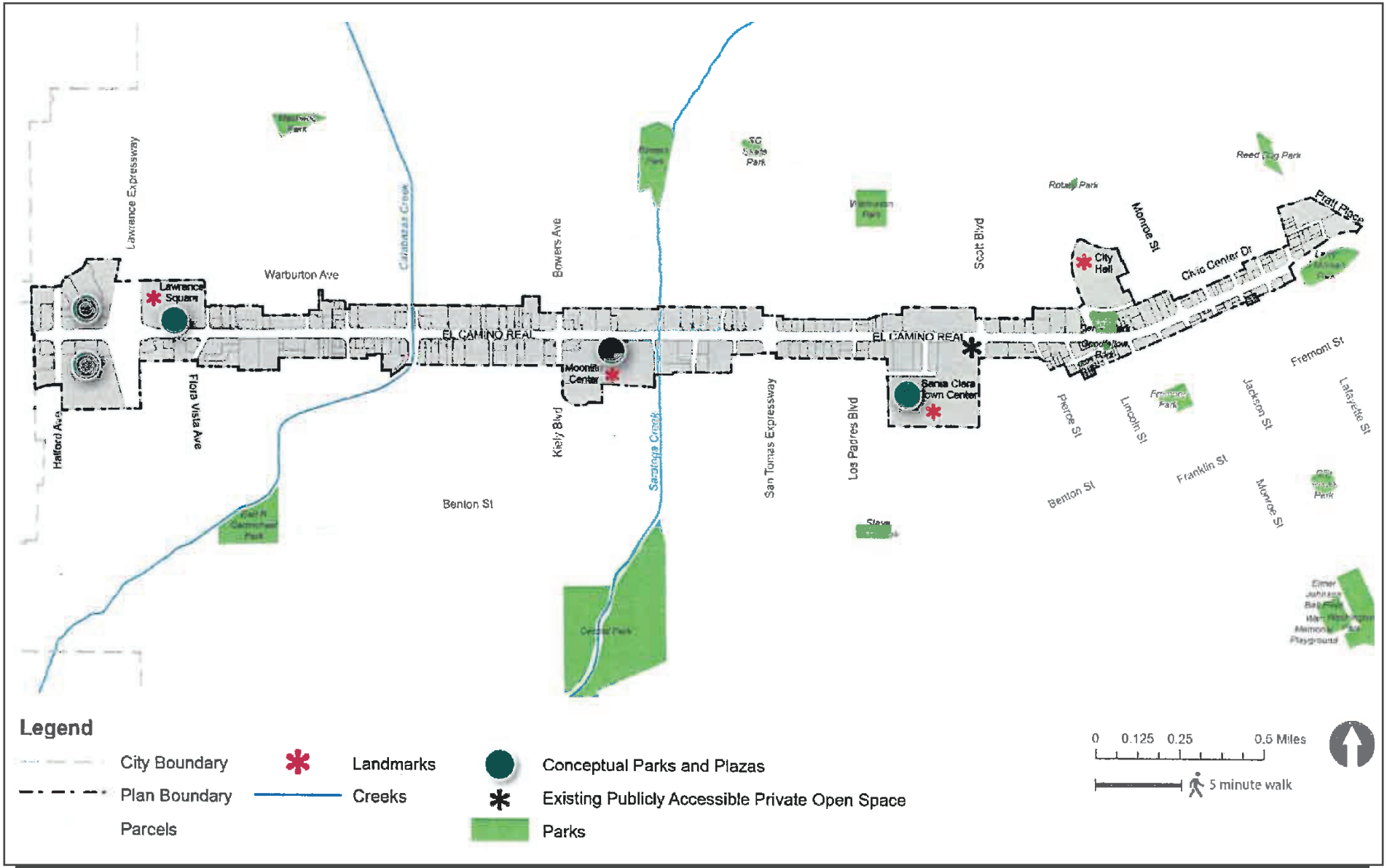
Table 1.5–7: Corridor Residential Setback and Lot Coverage Standards		
Maximum surface parking length along El Camino Real parcel frontage	30 percent	30 percent
Minimum required private open space	0	100 square feet per unit[2]
Minimum required public open space	Not applicable	Not applicable

[1] 75 percent of the building façade must be built up to the setback line.

[2] Setback areas are not considered usable open space unless they are at least 20 feet wide. Up to 50 square feet of space may be provided as common private outdoor areas. Up to 50 percent of this could be provided in an indoor communal space so long as it opens directly on to a common outdoor space.

Public Open Space

The Specific Plan states that new public open spaces should be provided along El Camino Real that promote gathering, enjoyment, and active use by a broad range of the community. Open spaces should create usable places that are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character. New open spaces could include neighborhood parks on larger development sites or publicly-accessible, privately owned plazas. New development or substantial renovation of Activity Centers would require the addition of publicly-accessible open space, in addition to the parkland dedication requirements established by Chapter 17.35 of the City Code. Chapter 4 of the Specific Plan also provides open space requirements and guidelines for all areas along the corridor. While new public open space is required at Activity Centers, there is also an opportunity to add small plazas, mini parks, or other gathering spaces in between Activity Centers. Figure 2.4-2 shows conceptual locations for new public or publicly-accessible privately owned parks and plazas along El Camino Real. The specific size, exact location and configuration of such urban park or plaza sites will be finalized through future development of particular parcels.



OPEN SPACE AREAS | FIGURE 2.4-2

2.4.1.3 *Development Standards and Guidelines*

The Development Standards and Guidelines chapter of the Specific Plan (Chapter 4) provides the standards and guidelines to achieve the future vision for the Plan area. These standards and guidelines would apply to all new development in the Plan area, as well as public improvements and extensive renovations to existing structures in the Plan area. They would complement other citywide guidance documents such as the City's Zoning Ordinance, which provides more detailed regulations for a variety of topics such as signage, parking, and allowed uses. There is also a wide range of state laws that impact local planning and development in a variety of ways, and which may apply to future development in the Plan area. For example, there are existing state and local provisions that grant additional development rights for projects with high levels of affordable housing. These existing state and citywide provisions would continue to apply to the Plan area. The intent of the Specific Plan's standards and guidelines is to supplement these existing state and citywide provisions with more precise guidance for how to achieve the unique vision for the Plan area.

The chapter is divided into the following sections:

- The Standards and Guidelines by Character area section provides specific standards and guidelines for each of the character areas. This includes standards for height, intensity, and setbacks by character area/land use designation.

- The subsequent section provides guidelines and standards that apply to all areas along the corridor. This includes guidance for neighborhood transitions, building form, access, frontage character, parking, landscaping, and other design elements.

The Standards and Guidelines by Character Area section contains development intensity standards for the Regional Commercial Mixed Use (Activity Centers), Community Mixed Use, and Corridor Residential designations within the Plan area. These standards include maximum building heights, minimum floor area ratios, minimum and maximum dwelling unit densities (dwelling units per acre), maximum height limits for transitional (residential interface) areas, building setbacks, minimum and maximum lot coverage and open space requirements, and off-street parking requirements. Additional standards and guidelines are provided for public gathering space, anchor retail space, the master planning process, block design, shared parking, and public art. This section also includes conceptual site plan diagrams for the Activity Centers, Community Mixed Use and Corridor Residential areas of the Plan area.

The Guidelines and Standards for All Areas section provides detailed specifications for ground floor commercial areas and neighborhood transitions (including diagrams), as well as guidelines for site planning (site design and access, parking and curbside access) and building form and design for both commercial and residential uses. Included in this section are design standards and guidelines for building materials and sustainable design. Additional guidelines are provided for fences and walls, lighting, building signage, landscaping, and private and public open space.

2.4.1.4 *Transportation and Public Spaces*

Chapter 5 of the Specific Plan provides guidance for future improvements to public streets, bicycle and pedestrian facilities, the public right-of-way, and public spaces within the Specific Plan area. It describes the multimodal transportation network for the El Camino Real corridor, including the pedestrian, bicycle, transit, and vehicular networks. The network and design concepts are intended to improve connections within and around the Plan area, provide a range of multimodal transportation options, and create a more comfortable and vibrant pedestrian environment. This chapter also encourages efficient parking strategies, proactive transportation demand management, and well-designed public frontages, sidewalks, and community spaces to increase the corridor's overall functionality and livability. The transportation concepts are consistent with the framework concepts presented in Chapter 2, as well as the land use and building design guidance throughout the Plan. This chapter is divided into the following topic areas:

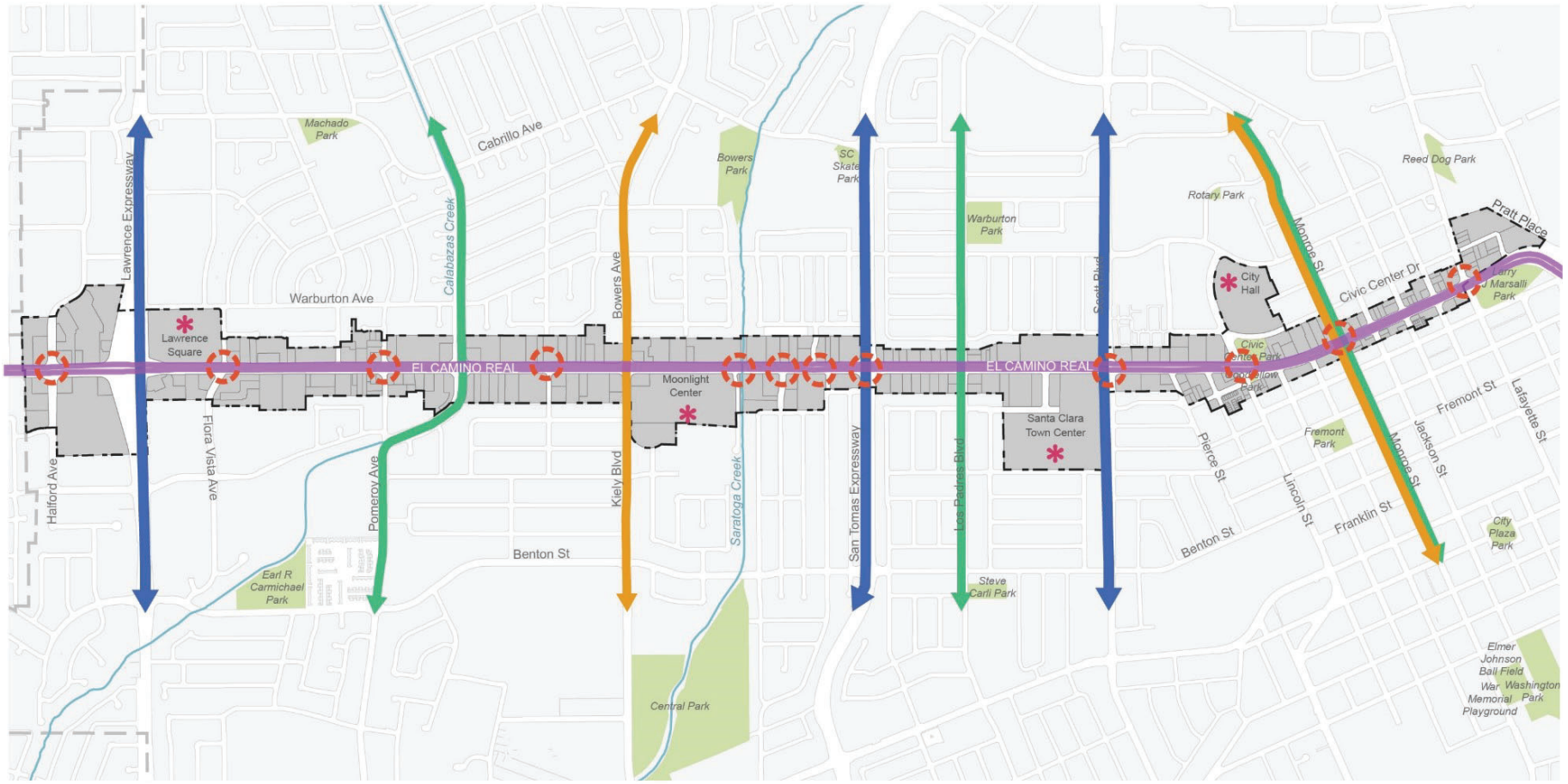
- Mobility policy framework
- Circulation network
- Sidewalk and public realm
- Street and intersection design concepts
- Parking and curbside management
- Transportation Demand Management (TDM)

The chapter contains conceptual design illustrations that would require additional analysis and engineering, as well as coordination with local agencies and stakeholders to be implemented in the future.

Mobility Framework

The mobility framework described in this chapter is designed to balance El Camino Real's many functions while improving mobility and safety for people of all ages, means, and abilities. The Plan area's circulation network consists of the roadways and sidewalks that serve vehicles, pedestrians, bicyclists, and transit vehicles, as well as off-street shared-use paths and pedestrian-only connections. In addition, this chapter addresses recent innovations in transportation – such as autonomous vehicles, ridesharing, and electric scooters – which would impact how people get around in the future.

This section includes a list of policies intended to implement the goal of making travel along El Camino Real safe, efficient, convenient, and accessible to pedestrians, bicyclists and transit riders of all ages and abilities, while balancing the need to provide for vehicular access and through travel. The policies address complete streets, multimodal connections, new streets and pathways, comfortable and safe pedestrian environments, enhanced trail crossings, complete and continuous bicycle networks, improved transit, new mobility technologies, TDM programs and reduced parking, wayfinding, and green streets. The Plan's Modal Priority Framework is shown on Figure 2.4-3.



MODAL PRIORITY NETWORK

FIGURE 2.4-3

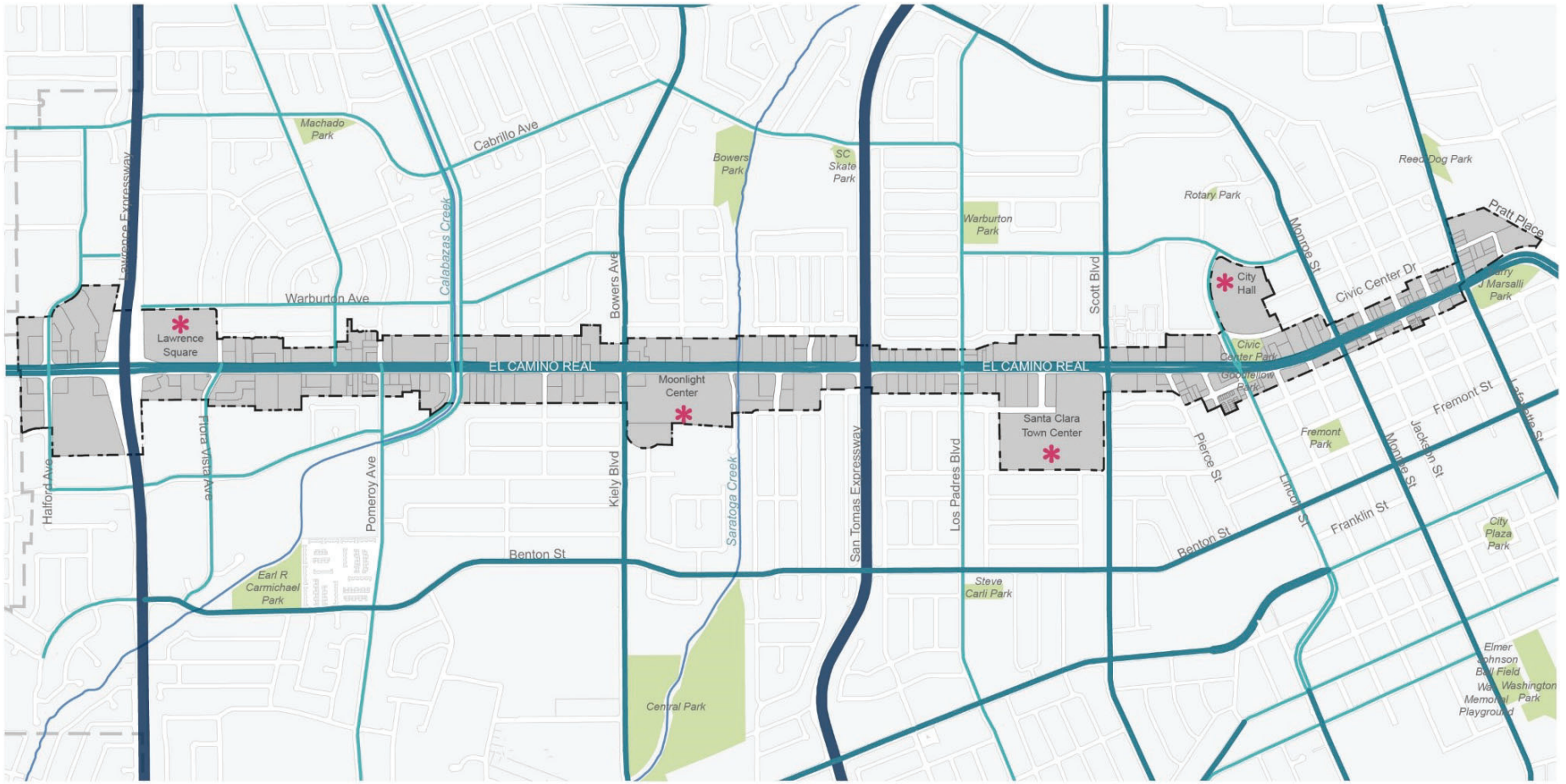
Circulation Network

The Circulation Network, as described in the Specific Plan, consists of several components – street network, transit network, bike network, and pedestrian network.

The street network within the Plan area is shown in Figure 2.4-4 and consists of existing roadways. While no new roadways are proposed, long-term redevelopment within the corridor, particularly within Activity Centers, provides an opportunity to add new public streets and off-street pathways to enhance overall circulation. The proposed street network and improvements shown in Figure 2.4-4 support a multimodal network that can accommodate future growth in the Plan area. Overall, the Plan would maintain the current roadway network capacity for El Camino Real while providing for pedestrian, bicycle, and transit access improvements to create a multimodal corridor. Improvements for other travel modes may impact some minor vehicle movements, such as dedicated right-turn lanes or on-street parking. Improvements and potential reconfigurations to the El Camino Real right-of-way are described in more detail in other sections.

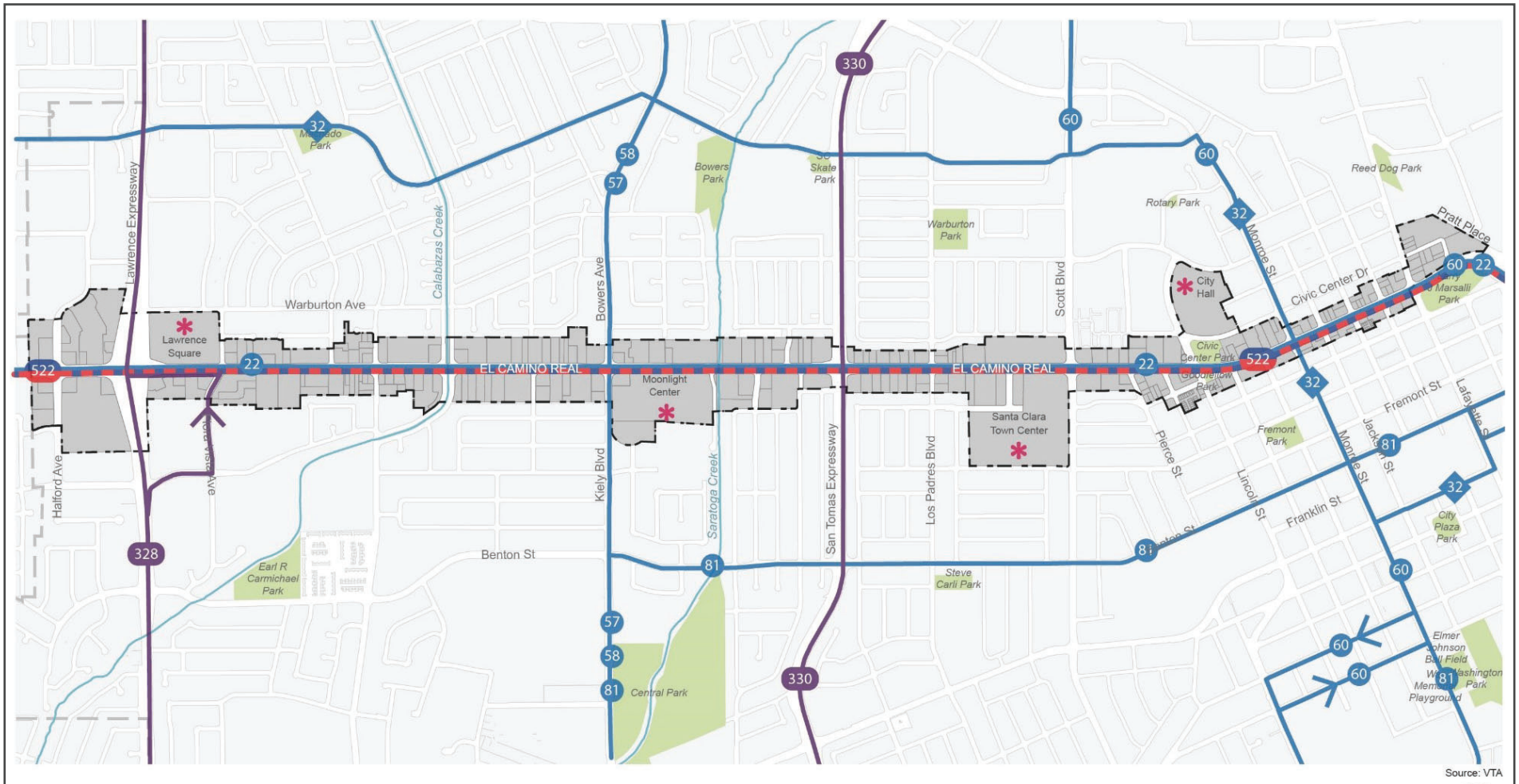
El Camino Real is served by both bus service and nearby passenger rail. VTA operates several local bus routes, as well as several limited-stop routes and a rapid bus service (Rapid 522) with stops at Scott Boulevard, Bowers Avenue-Kiely Boulevard, and Lawrence Expressway. Located less than a mile to the southeast of the El Camino Real Specific Plan area is the Santa Clara train station. The Santa Clara Station serves multiple regional rail service providers: Caltrain (commuter rail between San Francisco and Gilroy); Amtrak's Capitol Corridor (linking San Jose and Sacramento); and Altamont Commuter Express (commuter rail linking San José and Stockton). In addition, the station serves VTA county-wide bus service and is planned for a Silicon Valley Bay Area Rapid Transit (BART) extension stop. The Specific Plan envisions and accommodates improvements to transit service, including increased frequencies and better connections to the Santa Clara Station. The proposed transit network map shown in Figure 2.4-5 includes bus routes and stops along El Camino Real, as well as Santa Clara Station. The City does not control the selection of bus routes, bus frequency, and stops, but would work in partnership with VTA to establish useful transit service as new transit supportive development occurs. Proposed street and intersection design concepts include enhancements to facilitate efficient bus service and to improve comfort and convenience for bus riders. These include bus boarding islands that are extensions of the curb and provide more space for riders to wait, board, and disembark, and that minimize potential conflicts between cyclists and buses. Bus boarding islands would be designed to accommodate the proposed cycle track along El Camino Real and incorporate the VTA design standards.

The majority of El Camino Real is currently designated as a bike route with no on-street bicycle facilities and few streets with bike lanes run adjacent to or across the corridor. The existing bicycle network currently lacks comfortable bicycle facilities. The bicycle network and improvements proposed in the Specific Plan are intended to enhance bicycle safety and provide bicycle connections between El Camino Real and adjacent neighborhoods, as well as to and from key destinations such as shopping centers, community facilities, the Old Quad, and Santa Clara Station. A key element of the mobility framework is the provision of a cycle track along El Camino Real that includes separated and protected bike lanes along the corridor. Installation of the cycle track would require the removal



STREET NETWORK

FIGURE 2.4-4



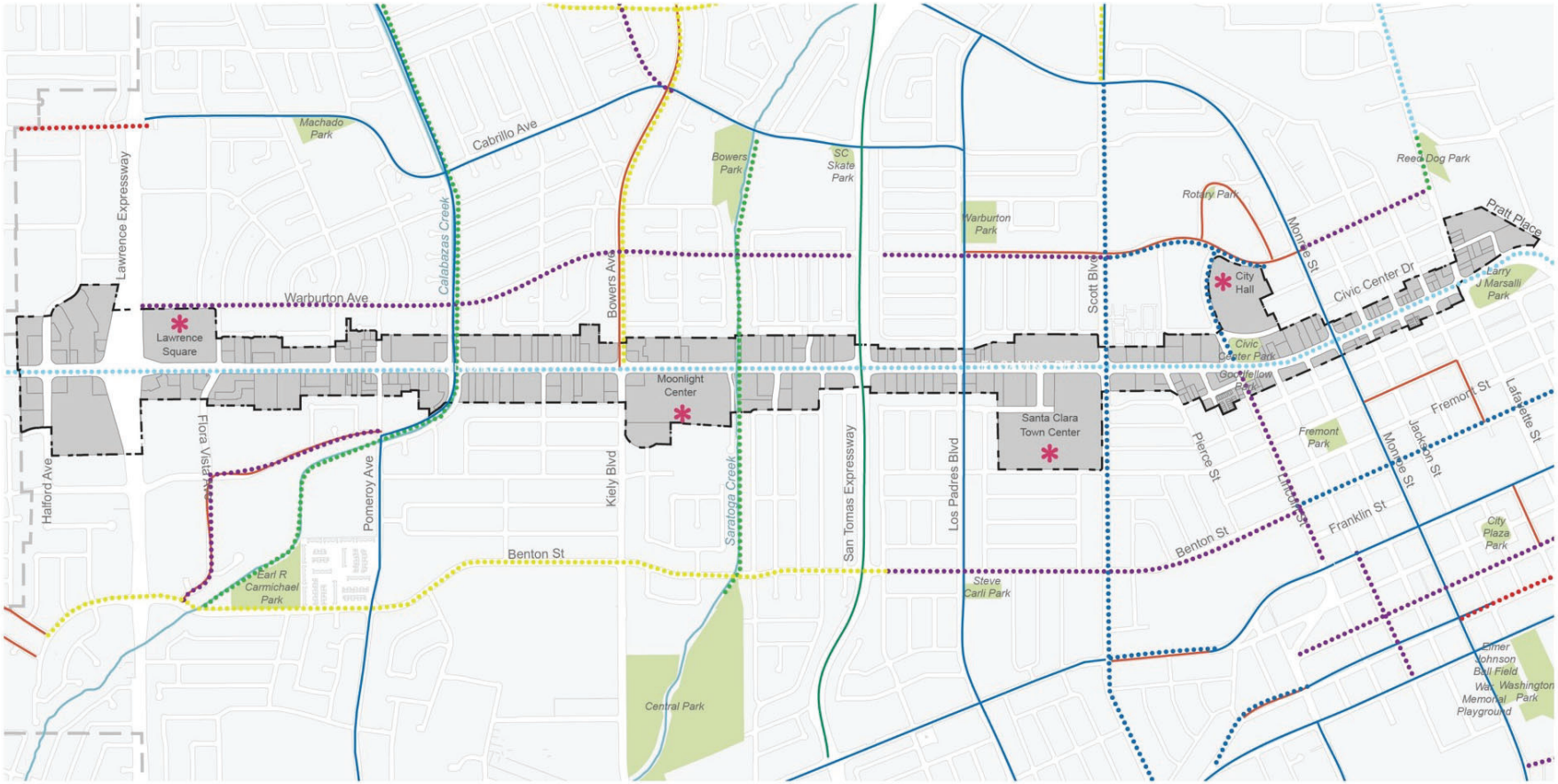
PROPOSED TRANSIT NETWORK

FIGURE 2.4-5

of on-street parking. The cycle track would be protected from the vehicular travel lanes via a two-foot wide raised buffer (i.e. concrete median). As an interim solution before full implementation of the cycle track, a two-foot wide painted buffer could be provided. Ultimately a raised buffer should be provided to encourage bicycle travel and enhance safety along the corridor. The design of the cycle track would integrate VTA's Bicycle Technical Guidelines (2012), as well as the National Association of City Transportation Officials' guidelines, and follow best practices.

North/south bike connections along the El Camino Real corridor are provided via four key bicycle access corridors, including the crossings at Calabazas Creek, San Tomas Aquino Creek, Los Padres Boulevard, and Monroe Street. Bike facilities are provided parallel to Calabazas Creek on Calabazas Boulevard. The bike facilities include on-street left-hand side bike lanes with green bike lanes and bike lockers at the approaches to El Camino Real. The San Tomas Aquino Creek trail runs just west of and parallel to San Tomas Expressway and includes a Class I, fully separated multi-use bike path. The trail crosses El Camino Real on the west leg of the signalized intersection at San Tomas Expressway via a standard crosswalk. The Los Padres Boulevard and Monroe Street bicycle access corridors have standard bike lanes, and vehicle volumes on these roadways are generally low to moderate. The City's Bicycle Plan Update (2018) includes specific recommendations at the Monroe Street intersection to improve bicycle access including the provision of bicycle protection, installation of bike lane markings across El Camino Real, and tightening of curb radii. The Bicycle Plan also recommends a Class IV separated bikeway along El Camino Real. As the El Camino Real Specific Plan is implemented, improvements consistent with the City's Bicycle Plan would be incorporated. The proposed bicycle facilities are shown on Figure 2.4-6.

Due to its large roadway width, fast moving vehicles, and narrow sidewalks, El Camino Real currently lacks a comfortable, safe, and engaging pedestrian experience. The proposed pedestrian network and improvements are intended to expand the space and comfort for pedestrians and create a vibrant, attractive environment that encourages walking. The pedestrian network improvements proposed by the Specific Plan include increased sidewalk widths, buffers from fast-moving traffic and noise, more comfortable crossings, and more landscaping and tree canopy along El Camino Real. Pedestrian improvements would be particularly important and prioritized at centers of pedestrian and commercial activity such as Regional Mixed Use centers and other areas where concentrations of commercial activity are planned. The Plan calls for larger Activity Center parcels to be divided into smaller blocks over time as development or on-site improvements occur, creating new connections and more walkable blocks. All streets, paths, and other public rights-of-way in the Plan area would be designed for safe and comfortable pedestrian movement, providing a well-connected pedestrian network to and from key destinations along the corridor. The intent is for the El Camino Real to function as a multimodal boulevard – a place where people would feel comfortable to walk rather than drive between shopping destinations. Figure 2.4-7 shows priority improvement areas for the pedestrian network, including activity areas along El Camino Real and priority intersections for pedestrian crossing enhancements. Additional details on planned pedestrian improvements along the corridor are contained in the City of Santa Clara Pedestrian Master Plan.



Legend

- City Boundary
- Plan Boundary
- Parcels
- Plan Parcels
- Parks
- Creeks
- Civic Center
- Landmarks

Existing Bicycle Facilities

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route

Proposed Bicycle Facilities

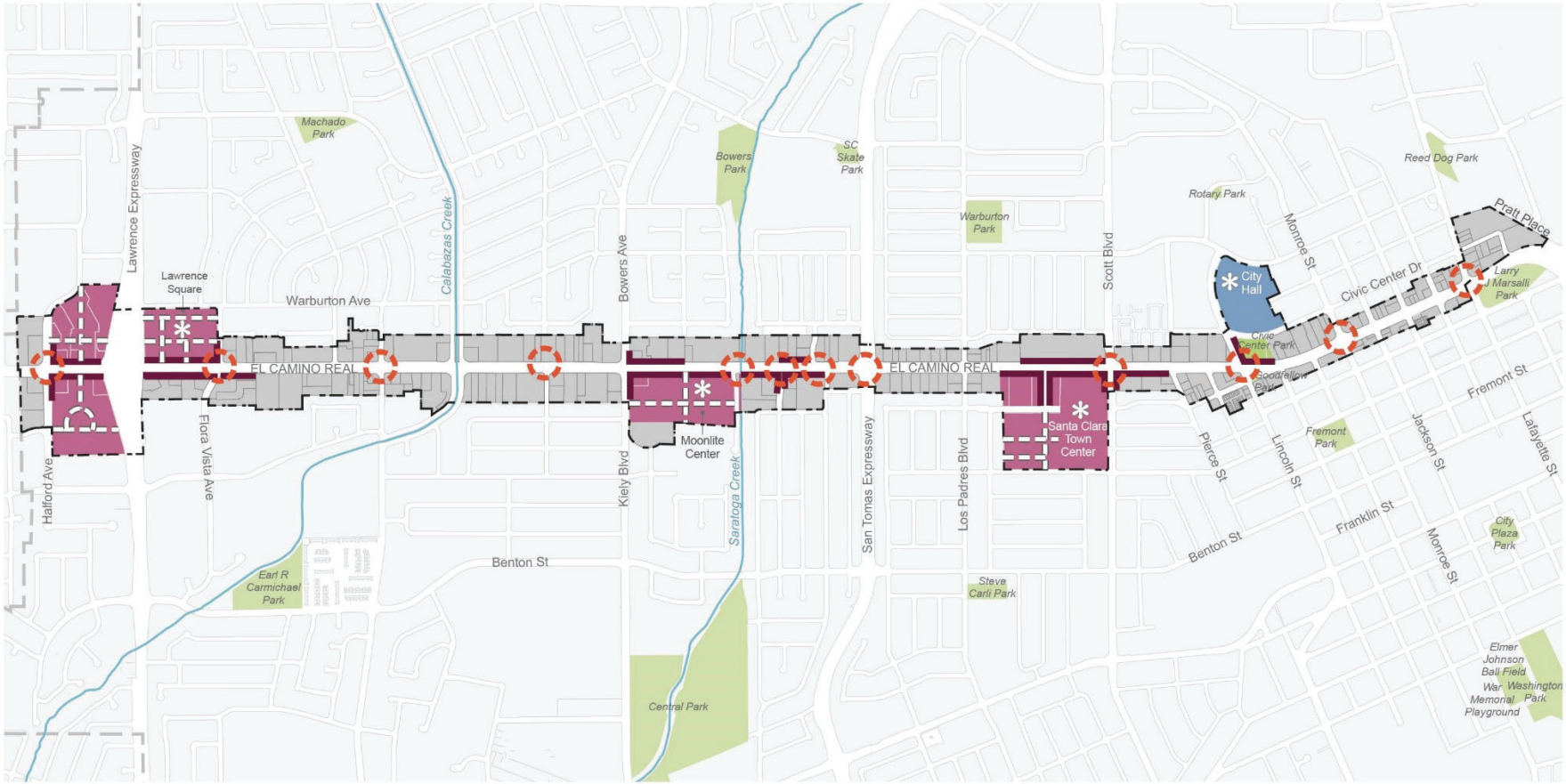
- Class I Shared-Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IIIB Bicycle Boulevard
- Class IV Separated Bikeway (cycle track)

0 0.125 0.25 0.5 Miles

5 minute walk

PROPOSED BICYCLE NETWORK

FIGURE 2.4-6



PROPOSED PEDESTRIAN NETWORK

FIGURE 2.4-7

Sidewalks and Public Realm

The Sidewalk and Public Realm section includes design standards and guidelines that provide direction on sidewalk and streetscape improvements throughout the Plan area. The sidewalk guidelines would help create a wide and comfortable walking area for pedestrians, buffered from noise and fast-moving cars. They also create attractive transition areas between public and private spaces along the front of buildings. The sidewalk standards include specifications for wider sidewalks, pedestrian easements, planter zone dimensions, and pedestrian zone dimensions. The guidelines cover planter zone character (commercial and residential), frontage zone character, and priority pedestrian areas. Specific street tree guidelines that outline appropriate locations and recommendations for street tree planting based on each unique condition, as well as green streets and additional guidance for greening the corridor, are also included in this section. Streetscape furniture, lighting, and wayfinding signage can improve safety, enhance the pedestrian experience, and contribute to a sense of community. The section includes guidelines intended for public streetscape improvements along El Camino Real and other streets and pathways in the Plan area, as well. These guidelines address street furnishings, unified streetscape character, pedestrian-scale lighting, bus stops and amenities, and public wayfinding and signage programs.

Street and Intersection Design Concepts

This section presents the existing street section and proposed roadway redesign concept for El Camino Real. This concept seeks to create a multimodal corridor that better serves pedestrians, bicyclists and transit vehicles, while preserving vehicle capacity and throughput. The proposed right-of-way dimensions are intended to be standards, while allowing for flexibility in the implementation process for the precise design and allocation of space for each of the proposed street facilities. The right-of-way design recommendations for El Camino Real as are follows:

- No reduction to the number of travel lanes (3 vehicle lanes in each direction)
- Retention of the landscaped center median
- Setbacks with wider sidewalks (15.5 feet minimum) and increased landscaping
- Additional street trees, street furnishings, and pedestrian-scaling lighting in the planter zone
- A continuous cycle track (separated/protected bike lane) in place of on-street parking
- Bus boarding islands that would serve as an extension of the curb. Bike lanes would pass behind bus boarding islands at bus stop locations to minimize potential conflicts between cyclists and buses.

Implementation of the street sections and designs described in this section would require further design, engineering, and coordination with existing streets and properties.

This section provides recommendations to improve key intersections by type/size along El Camino Real, particularly those identified as priority pedestrian crossings. While this section recommends improvements for specific intersections, some of the same treatments could be applied to intersections of a similar type/size along the corridor. The goal of these improvements is to make crossing El Camino Real safer and more comfortable for pedestrians and bicyclists. The improvements outlined below incorporate the draft recommendations from the City's Pedestrian Master Plan; however, the details of the intersection improvements should defer to the City's

Pedestrian Master Plan for final concept design. These intersection concepts are illustrative only and would require further engineering and design work before construction.

The four types of intersections are:

- Expressway
- Arterial
- Collector
- Side-Street T-Intersection

Examples of these types of intersections along El Camino Real within the Plan area include San Tomas Expressway (Expressway), Scott Boulevard (Arterial), Los Padres Boulevard (Collector), and Alpine Avenue (Side-Street Stop Controlled T-Intersection)

Parking and Curbside Management

The increased densities and greater land use mix envisioned for new development in the Plan area create opportunities to manage vehicle parking and curb space activity while balancing goals for enhanced pedestrian, bicycle, and transit use. The Plan contains the guidelines to provide direction on public and private parking, shared parking, bicycle parking, and curbside management.

Transportation Demand Management

Transportation Demand Management (TDM) consists of a combination of programmatic measures, policies, and infrastructure designed to reduce overall vehicles trips and associated parking demand by providing better incentives and opportunities to choose alternative modes such as walking, bicycling, transit, or ridesharing. The implementation of TDM measures in the Plan area would be consistent with the requirements outlined in the City of Santa Clara's Climate Action Plan (December 3, 2013), which currently requires a vehicle miles traveled (VMT) reduction between five and ten percent through TDM measures, depending on land use. Example TDM strategies provided in the Plan include:

- Establishment of a Transportation Demand Agency (TDA);
- Provision of free transit passes for residents and employees;
- Carpool/vanpool matching services, subsidies and priority accommodation provided by employers;
- Provision of on-site bicycle amenities (rental and repair service, storage, changing facilities) for employees;
- Provision of car sharing and Guaranteed Ride Home programs;
- Compressed work weeks, flex time and telecommuting for employees; and
- Annual employee surveys administered by employers or the TDA

Specific TDM strategies are appropriate for either residential uses, employee-intensive uses, or both; and would be designed to meet the City's TDM reduction goals per the Climate Action Plan.

2.4.1.5 *Specific Plan Implementation Chapter 6*

Chapter 6 of the Specific Plan describes the implementation activities and strategies needed to fulfill the vision of the Specific Plan and to guide the incremental transformation of El Camino Real into a vibrant, multimodal, mixed-use corridor. The chapter is organized by 1) implementation actions and programs; and 2) capital improvements.

Implementation Actions and Programs

Implementation actions and programs needed to achieve the vision for the Specific Plan are organized in this section according to timeframe – short-term, medium-term, and ongoing - and identifies the party responsible for implementation. Different implementation actions may overlap or shift into a different timeframe depending on development timing and funding availability, and the timeframe for different actions could be adjusted over time. Since much of the development in the Plan area would be dependent on market forces over time, the exact timing of many implementation actions is contingent on future development activity.

Short-term actions (2020 to 2022) include many of the immediate policies, programs, and planning of capital priorities that lay the groundwork for the incremental transformation of the El Camino Real corridor. These early actions would start to establish the partnerships, organizational structures, and funding mechanisms that would keep the Plan moving forward and position the area for future investment and change. Based on the previous actions completed in the short-term period, the medium-term actions (2022 to 2030) focus on guiding development activity, leveraging any new funding mechanisms, commencing construction of public capital improvement projects, and bolstering the identity of Bay Fair as a TOD district. Some projects and programs may continue past this time period as long-term implementation proceeds. Ongoing actions include programs to cover the life of the Specific Plan area, including on-going monitoring, maintenance, and coordination.

Infrastructure, Street and Public Space Capital Improvements

This chapter identifies necessary capital improvements for the Plan area, organized by topic. Each action includes an estimate of project timing, responsibility, implementation approach, and estimated cost. This list of proposed improvements can be updated and refined over time as actions are completed and as El Camino Real evolves. Infrastructure capital improvement topics include sanitary sewer and water main capacities, while street and public space capital improvement topics include reconfiguration of the El Camino Real right-of-way, on-street bicycle improvements on El Camino Real, San Tomas Creek trail crossing improvements at San Tomas Expressway, new streets and pedestrian pathways, El Camino Real streetscape improvements (including permeable paving in the proposed cycle track alignment and location of rain gardens along El Camino Real), pedestrian-scale street lighting along El Camino Real, formalizing school connections, and intersection design improvements.

Funding and Financing (Strategy, Sources and Mechanisms)

The funding and financing strategy for the Specific Plan aligns potential funding sources and mechanisms with the types of improvements included in the Specific Plan, and provides a framework for determining responsibilities for constructing and funding improvements.

Private sector developers, investors, and property owners would drive new investment and construction in the Plan area. Therefore, the Plan envisions that many future improvements would be achieved through development by the private sector, including meeting on-site development standards, paying existing and possible future fees, providing community benefits during development, making physical improvements such as new sidewalks and pathways, and through other funding and financing mechanisms that could apply to all future development.

The City's funding and financing strategy, which would evolve over time, would ensure that smaller and more immediate development can move forward while also ensuring all development projects contribute to shared corridor-wide infrastructure needs. The Specific Plan recognizes that the proposed Activity Centers are major redevelopment opportunity sites that could transform the corridor, yet projects may take longer to deliver at these properties due to competing public priorities, multi-party reciprocal easement agreements, and long-term leases with existing retail tenants. Given these complications, the Specific Plan states that selected funding mechanisms must recognize that development is likely to move forward on other smaller parcels prior to the Activity Center sites. In addition, the Specific Plan recommends that the City take a proactive role in providing coordinated and cohesive improvements to the corridor by constructing or improving basic infrastructure (e.g., water supply, stormwater, wastewater systems, etc.), and the public realm (e.g. streetscape, bike lanes, lighting, etc. along El Camino Real). The City may choose to proactively fund and construct the public realm improvements as a means of shifting perceptions of the corridor and encouraging private investment. Additionally, the Specific Plan recommends that the City adopt short-term tools to ensure early development projects pay their fair share towards shared corridor-wide infrastructure needs triggered by growth, despite the additional time required for the City to complete detailed studies to understand costs, phasing, and shared responsibilities for implementing these infrastructure improvements.

2.5 BUILD OUT PROJECTION

The Specific Plan includes a build out projection, which is shown below in Table 1.5-1, arranged by proposed land use designations within the Plan area. The Specific Plan build out projection represents the foreseeable maximum development that the City has projected can reasonably be expected to occur in the Plan area through the plan horizon year (2040) and is thus the level of development analyzed in this EIR. To ensure a conservative approach in analyzing environmental effects under CEQA, EIRs typically analyze what could be considered a maximum reasonable impact scenario in order to capture as many significant environmental impacts as could be reasonably expected as a result of the project.

Table 1.5-1: Plan Area Growth Projections by Land Use Designation

Proposed Land Use Designation	***Residential Development (dwelling units)***	***Commercial Development (square feet)***
Regional Commercial Mixed Use	+3,650	-115,000
Community Mixed Use	+2,050	-140,000
Corridor Residential	+500	-140,000
Total	+6,200*	-395,000

Source: Raimi + Associates. El Camino Real Specific Plan Growth Projections. Memorandum to Lesley Xavier, dated April 11, 2019. On file at City office.

* Some units included in this table are also envisioned in the City's General Plan and some have already been constructed in the Plan Area. Nevertheless, to provide a conservative analysis, this document assumes that a full additional 6,200 dwelling units will be constructed.

As shown in Table 1.5-1, for the purposes of environmental analysis, a reasonably foreseeable estimate of build out associated with the proposed Specific Plan through the horizon year of 2040 would include the development of 6,200 housing units and, compared with existing conditions, a reduction of approximately 395,000 square feet of commercial space, when compared with the existing General Plan land use designations.

This maximum development that is the basis of this EIR analysis is an estimate. The exact amount and timing of future development is inherently unknowable since it depends on a range of future factors and influences including economic cycles, owner decisions, tenant decisions, market forces, and other factors that impact development.

2.6 PROJECT OBJECTIVES

The Specific Plan is intended to achieve the following project objectives and desired outcomes as it is implemented over time. Please note that objectives are listed below without consideration of priority.

- Land Use: Establish a land use plan and policy framework that will guide future development and redevelopment activities within the area toward multi-modal supportive uses and improvements, including; an increase in housing density to help meet the City's state-mandated RHNA numbers; new development that appropriately transitions to existing adjacent residential neighborhoods, and more intensive development and public improvements focused at key nodes, which will include a concentration of retail, services, housing, and new public gathering areas.

- Transportation: Improve vehicular, pedestrian, and bicycle facilities along the El Camino Real corridor by establishing a mobility framework that balances El Camino Real's many functions while improving mobility and safety for people of all ages, means, and abilities. The Plan area's circulation network consists of the roadways and sidewalks that serve vehicles, pedestrians, bicyclists, and transit vehicles, as well as off-street shared-use paths and pedestrian-only connections.

  The El Camino Real Specific Plan envisions and accommodates improvements to transit service, including increased frequencies and better connections to the Santa Clara Transit Station, which provides Caltrain, Amtrak, and Altamont Corridor Express transit service.

- Public Realm: Provide standards and guidelines to achieve the future vision for El Camino Real. These standards and guidelines will apply to all new development in the El Camino Real Specific Plan area, as well as public improvements and extensive renovations to existing structures. Develop and implement urban design standards to

improve the pedestrian experience, public space, aesthetics, safety, and design quality throughout the Plan area to attract visitors, serve residents, and promote walking.

- Parks: Increase the amount of parks, green space, plazas, and other public space that encourages pedestrian activity, recreation, and access to nature, including recreation opportunities along Calabazas and Saratoga Creeks. In addition to the existing parkland dedication requirements of City Code chapter 17.35, require developers to create new plazas and open spaces along the corridor that provide a place where residents and visitors can gather comfortably, that have their own distinctive identity, are safe and visually attractive, and contribute to local character. This network of open spaces could include new public neighborhood and community parks as well as publicly-accessible privately-owned open space.

- Environmental: Create a sustainable urban environment that incorporates green building, energy efficiency, water conservation, and stormwater management best practices.

2.7 REQUIRED APPROVALS

In order for the proposed Specific Plan to be implemented, it would require adoption by the City Council of the City of Santa Clara. Prior to review by the City Council, the Planning Commission would review and forward its recommendations to the City Council. This EIR is intended to provide the information and environmental analysis necessary to assist the City in considering all the approvals and actions necessary to adopt and implement the El Camino Real Corridor Specific Plan. To summarize previous discussions in this chapter, such actions/approvals include without limitation:

- **Certification of the EIR.** Certify the El Camino Real Specific Plan EIR and make environmental findings pursuant to CEQA;

- **Adoption of the Specific Plan.** Adoption of the Specific Plan;

- **Amendments to the General Plan.** Amend General Plan text and maps to incorporate the Specific Plan; and

- **Amendments to the Santa Clara City Code.** Amend the City Code text and map to incorporate the Specific Plan.

As detailed in Section 1.1, Purpose and Legal Authority, the City intends to use the streamlining/tiering provisions of CEQA to the maximum feasible extent, so that future environmental review of specific projects is expeditiously undertaken without the need for repetition and redundancy, as provided in CEQA Guidelines Section 15152 and elsewhere.

This EIR may also cover state, regional and/or local government permits that may be required for development under the proposed Specific Plan, whether or not they are explicitly listed below. State and regional agencies that may have jurisdiction over some aspects include (but are not limited to):

- San Francisco Bay Regional Water Quality Control Board (RWQCB)
- Bay Area Air Quality Management District (BAAQMD)

- California Department of Transportation (Caltrans)
- Santa Clara Valley Transportation Agency (VTA)

SECTION 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

3.1	Aesthetics	3.11	Land Use and Planning
3.2	Agriculture and Forestry Resources	3.12	Mineral Resources
3.3	Air Quality	3.13	Noise
3.4	Biological Resources	3.14	Population and Housing
3.5	Cultural Resources	3.15	Public Services
3.6	Energy	3.16	Recreation
3.7	Geology and Soils	3.17	Transportation
3.8	Greenhouse Gas Emissions	3.18	Tribal Cultural Resources
3.9	Hazards and Hazardous Materials	3.19	Utilities and Service Systems
3.10	Hydrology and Water Quality	3.20	Wildfire

The discussion for each environmental subject includes the following subsections:

Environmental Setting – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.

Impact Discussion – This subsection includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts.

- **Project Impacts** – This subsection discusses the project's impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. "Mitigation measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered to correspond to the checklist question being answered. For example, Impact BIO-1 answers the first checklist question in the Biological Resources section. Mitigation measures are also numbered to correspond to the impact they address. For example, MM BIO-1.3 refers to the third mitigation measure for the first impact in the Biological Resources section.
- **Cumulative Impacts** – This subsection discusses the project's cumulative impact on the environmental subject. Cumulative impacts, as defined by CEQA, refer to two or more individual effects, which when combined, compound or increase other environmental impacts. Cumulative impacts may result from individually minor, but collectively significant effects taking place over a period of time. CEQA Guideline Section 15130 states that an EIR should discuss cumulative impacts "when the project's incremental effect is cumulatively considerable." The discussion does not need to be in as great detail as is necessary for project impacts but is to be "guided by the standards of practicality and reasonableness." The purpose of the cumulative analysis is to allow decision makers to better understand the

impacts that might result from approval of past, present, and reasonably foreseeable future projects, in conjunction with the proposed project addressed in this EIR.

The CEQA Guidelines advise that a discussion of cumulative impacts should reflect both their severity and the likelihood of their occurrence (CEQA Guidelines Section 15130(b)). To accomplish these two objectives, the analysis should include either a list of past, present, and probable future projects or a summary of projections from an adopted general plan or similar document (CEQA Guidelines Section 15130(b)(1)). This EIR uses the general plan assumptions approach.

The analysis must determine whether the project's contribution to any cumulatively significant impact is cumulatively considerable, as defined by CEQA Guideline Section 15065(a)(3). The cumulative impacts discussion for each environmental issue accordingly addresses the following issues: 1) would the effects of all of past, present, and probable future (pending) development result in a significant cumulative impact on the resource in question; and, if that cumulative impact is likely to be significant, 2) would the contribution from the proposed project to that significant cumulative impact be cumulatively considerable?

For each resource area, cumulative impacts may occur over different geographic areas. For example, the project effects on air quality would combine with the effects of projects in the entire air basin, whereas noise impacts would primarily be localized to the surrounding area. The geographic area that could be affected by the proposed project varies depending upon the type of environmental issue being considered. Section 15130(b)(3) of the CEQA Guidelines states that lead agencies should define the geographic scope of the area affected by the cumulative effect.

3.1 AESTHETICS

3.1.1 Environmental Setting

3.1.1.1 *Regulatory Framework*

State

Scenic Highways Program

The State Scenic Highways Program was created by the California State Legislature in 1963 and is under the jurisdiction of the California Department of Transportation (Caltrans). The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263. There are no designated scenic highways in the vicinity of the El Camino Real Specific Plan.

Local

City of Santa Clara 2010–2035 General Plan

The City of Santa Clara 2010-2035 General Plan includes nine Focus Areas, which represent locations having opportunities for more intense development with limited impact on existing neighborhoods. *El Camino Real*, encompassing all of the project area, is one of the Focus Areas. The General Plan goals and policies associated with maintaining the City's aesthetic character and neighborhood compatibility for the El Camino Real Focus Area include those listed below.

Goals	Description
5.4.1-G2	High quality design that respects the scale and character of adjacent residential neighborhoods and historic resources and creates a walkable environment.
5.4.1-G3	Concentration of higher-intensity commercial and residential development at key intersections with Regional Mixed Use designations.
Policies	**Description**
5.4.1-P1	Require that the mix of uses is consistent with the Regional Mixed Use land use classification and that development is pedestrian-oriented, with enhanced streetscapes, publicly accessible open space and plazas, and connections to surrounding neighborhoods.
5.4.1-P4	Explore allowing higher densities/intensities at key intersections where there are parcels of significant size with primary access to sites, provided that new development will not have an adverse impact on the existing, adjacent residential neighborhoods.
5.4.1-P5	Provide appropriate transition between new development in the Focus Area and adjacent uses consistent with General Plan Transition Policies.
5.4.1-P6	Encourage lower profile development, in areas designated for Community Mixed Use in order to minimize land use conflicts with existing neighborhoods.
5.4.1-P14	Encourage public art, special signage, banners and landscaping throughout the Focus Area, including features that would connect the corridor with Downtown.
5.4.1-P23	Prepare a precise plan for the segment of El Camino Real between Scott Boulevard and the

western City limits to ensure new development is coordinated and its design is consistent with what is envisioned for the Focus Area.

City Code – Architectural Review

An architectural review process has been established for new development/redevelopment by the City Council to encourage the orderly and harmonious appearance of structures and property; maintain the public health, safety and welfare; maintain the property and improvement values throughout the City and to encourage the physical development of the City as intended by the General Plan. Before action is taken on an application for the issuance of a permit for any sign, building, structure, or alteration of the exterior of a structure in any zoning district, plans and drawings of such sign, building or alteration must be submitted to the Community Development Director for approval. Additional details about the architectural review process can be found in City Code Chapter 18.76.

Specific Plan Design Guidelines

Development projects within a specific plan area are required to submit plans and drawings submitted for architectural review for design, aesthetic considerations, and consistency with zoning standards, generally prior to submittal for building permits. The Community Development Director would review future development projects within the Specific Plan area for consistency with the El Camino Real Specific Plan Design Guidelines. The intent of these guidelines is to identify the standards required to enhance and improve the aesthetic and functional quality of streets, open spaces, and buildings within the Specific Plan area.

El Camino Real Precise Plan – Development Standards

Future development in the Plan area would be subject to the development standards and guidelines set forth in the El Camino Real Precise Plan. Each character area of the Plan has specific standards and guidelines which are applicable to it. These standards and guidelines are described in Section 2.4.1 of this EIR. As described above, future development projects would be subject to review by the Architectural Review Process to ensure consistency with these development standards.

3.1.1.2 *Existing Conditions*

Visual resources in the City of Santa Clara include the Santa Cruz Mountains to the southwest, the Diablo Range to the northeast, and the Ulistac Natural Area (approximately 3.5 miles north of the site). Other visual resources include the three seasonal creeks which run through the City (San Tomas Aquino, Saratoga and Calabazas Creeks), and the Guadalupe River which borders the northeastern City boundary and is east of the Plan area.

3.1.1.3 *Visual Character of the El Camino Real Specific Plan Area*

El Camino Real is described in the City's General Plan as the City's most visible and identifiable commercial corridor. It is a designated State Highway (82) and a six lane-wide, major east-west route through the City. As such, it provides commercial services to the adjacent and surrounding residential neighborhoods. The commercial development along the El Camino Real corridor consists of a mix of small-scale auto-oriented commercial uses and services, and mid- to large-scale strip mall

developments with surface parking lots located toward the street. Most of the properties were developed in the 1950's and 1960's, and are currently under-utilized. The buildings are typically single story. Within the El Camino Real street right-of-way, the attached sidewalks are narrow, with landscaping limited to intermittent tree, shrub and groundcover plantings in the median islands. Views of the Plan area and its surroundings are shown in Photos 1-12 on the following pages.

3.1.1.4 *Visual Character of the Surrounding Area*

The areas surrounding the El Camino Real corridor are primarily residential, with a mix of single-family and multi-family neighborhoods that back up to commercial uses along El Camino Real. The single-family neighborhoods typically feature single-story homes on streets with attached sidewalks and mature trees. Public parks are located throughout the residential neighborhoods, and other public facilities such as the Civic Center and Triton Museum are located towards the eastern end of the corridor. The Saratoga and Calabasas Creek channels, located approximately ½-mile apart, intersect El Camino Real at right angles and run through the adjacent neighborhoods. In addition to numerous neighborhood collector streets, several major north-south thoroughfares, including San Tomas Expressway, Kiely Boulevard/Bowers Avenue, Lawrence Expressway and Wolfe Road intersect El Camino Real within the project area and provide access to freeways to the north and south of the project area.

Photo 1: Looking northeast at the El Camino Real and Lafayette Street intersection at the Plan area's eastern boundary.

Photo 2: Looking west at the Plan area from the intersection of El Camino Real and Lafayette Street.

Photo 3: Looking south at the intersection of El Camino Real and Monroe Street.

Photo 4: Looking west at the Plan area from the intersection of El Camino Real and Monroe Street.

Photo 5: Looking west at the intersection of El Camino Real and Lincoln Street.

Photo 6: Looking east at the Plan area from the intersection of El Camino Real and Lincoln Street.

Photo 7: Looking southwest at the intersection of El Camino Real and Scott Boulevard.

Photo 8: Looking west at the Plan Area towards the intersection of El Camino Real and Scott Boulevard.

Photo 9: Looking west at the intersection of El Camino Real and San Tomas Expressway.

Photo 10: Looking east at the Plan area from the intersection of El Camino Real and San Tomas Expressway.

Photo 11: View of typical development at the Plan area's western boundary.

Photo 12: Looking west at the Plan area near the intersection of El Camino Real and Lawrence Expressway.

3.1.1.5 *Light and Glare*

Sources of light and glare are abundant in the urban environment of the project area, including but not limited to streetlights, parking lot lights, security lights, vehicular headlights, internal buildings lights, and reflective building surfaces and windows. The existing restaurants, stores, and business offices are lit during operations throughout the Plan area.

3.1.1.6 *Scenic Views and Corridors*

No designated view corridors are located within the City; however, the Santa Clara 2010-2035 General Plan EIR lists the Santa Cruz Mountains, the Diablo Range, Ulistac Natural Area, San Tomas Aquino Creek, and the Guadalupe River as visual resources of the City. The Santa Cruz Mountains and Diablo Range are visible from various locations along El Camino Real within the Plan area; however, the Plan area and surrounding areas are relatively flat and the Plan area would therefore only be visible from the immediate vicinity. The Specific Plan is not located within a designated scenic area, based on the Santa Clara General Plan.

As previously stated, the Plan area was developed mostly during the 1950's and 1960's. There are no natural scenic resources such as rock outcroppings existing within the Plan area or immediate vicinity. The largest City park in the vicinity of the Plan area is Central Park, located at 969 Kiely Boulevard, approximately 2.5 miles south of El Camino Real. Central Park encompasses 52 acres and the area west of Saratoga Creek includes picnic and children's play areas, an amphitheater, lighted tennis courts, basketball courts, a Veterans Memorial, and a 30,000 square foot Community Recreation Center. On the east side of Saratoga Creek, the park features the George F. Haines International Swim Center, Bob Fatjo Sports Center, lighted softball fields and tennis courts, open space areas, a lawn bowling green, an exercise course, a lake, and the Central Park Library. The only natural open space area within the City that would be considered a visual resource would be the 40-acre Ulistac Natural Area, located approximately 3.5 miles north of the Plan area.

3.1.2 **Impact Discussion**

For the purpose of determining the significance of the project's impact on aesthetics, would the project:

1) Have a substantial adverse effect on a scenic vista?
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
3) Substantially degrade the existing visual character or quality of public views[2] of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

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

Note: Certain future development projects within designated Transit Priority Areas would need not evaluate aesthetics for purposes of CEQA impacts (Public Resources Code Section 21099(d)(1)), although they will remain subject to the City's standard architectural review process.

3.1.2.1 *Project Impacts*

Impact AES-1:	The project would not have any effect on a scenic vista. **(No Impact)**

There are no designated scenic vistas or resources on the project site, and there are no designated scenic vistas within the City limits. The Plan area would not be visible from the Ulistac Natural Area. The Santa Cruz Mountains to the west and the Diablo Range to the east are both identified as visual resources in the 2010-2035 General Plan; however, existing urban development and landscaping already partially blocks views of these resources. **(No Impact)**

Impact AES-2:	The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. **(Less than Significant Impact)**

There are no scenic highways, designated by the California Department of Transportation, or other scenic resources in or within the vicinity of the Plan area. Build out of the Specific Plan, therefore, would not impact scenic highways or block views of scenic resources from these highways. And, as mentioned above, the Santa Cruz Mountains to the west and the Diablo Range to the east are both identified as visual resources in the 2010-2035 General Plan; however, existing urban development and landscaping already partially blocks views of these resources. Build out of the Specific Plan would not impact views of the hillsides or the Ulistac Natural Area from the residences surrounding the Plan area since the hillsides are visible in the east-west direction and the Plan area is located to the north and south of the existing residences. **(Less than Significant Impact)**

Impact AES-3:	The project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The project is located in an urbanized area and would not conflict with applicable zoning and other regulations governing scenic quality. **(Less than Significant Impact)**

The Specific Plan provides guidelines and development standards for the massing, scale, and setbacks for future development in the Specific Plan area. Development standards and guidelines for the Plan area are included in Chapter 4 of the Specific Plan. Section 2.4 of this EIR describes the increases in development intensity that would be allowed by the Specific Plan. The Specific Plan area would include Regional Commercial, Corridor Mixed Use and Corridor Residential land use designations. Building heights within the designated Regional Commercial areas (Lawrence Square, Moonlite Center, and Santa Clara Town Center) would be five to six stories, which is comparable to existing regional commercial developments in the area such as Santana Row to the south, and the planned mixed-use and transit-supporting buildings in the Lawrence Station Area Plan to the northwest. Development within the Regional Commercial Mixed Use areas would include open spaces which would be used for community gatherings and activities.

The Corridor Mixed Use and Corridor Residential designations, which are distributed throughout the El Camino corridor, would have buildings that are four to five stories and three to four stories, respectively. Future development in these areas would be characterized by lower intensity mixed, or single use, development with signature landscaping, streetscape design, signage, and public art. Building design and scale in these areas would be intended to represent the City's historic character, with two and three-story buildings and with special attention to building articulation and proportion. This area would serve as a gateway into the City and help define a boundary for the City's historic core, with pedestrian connections to the Downtown and Old Quad being emphasized.[3]

Buildings allowed under the Specific Plan would likely be taller than existing buildings in the area. The change in visual character from single-story commercial to multi-story commercial and mixed-use residential development in the Plan area was, however, accounted for in the Santa Clara General Plan. As stated in the General Plan, transition goals and policies, in conjunction with the El Camino Real Focus Area policies and the application of Discretionary Use policies, require that the new development respect the scale and character of adjacent residential uses to promote neighborhood compatibility. Development projects under the Specific Plan would comply with the design guidelines in the Specific Plan and General Plan policies listed in Section 3.1.1.1 Regulatory Framework of this EIR. Future development projects within the Plan area would be subject to review and approval through the Architectural Review process, which evaluates projects to ensure their compliance with City policies and guidelines, including incorporation of appropriate transitions between proposed development and existing neighborhoods.

The visual character of the Plan area and its surroundings would be consistent with the City's adopted regulations and policies. Conformance with design guidelines, General Plan policies, and the architectural review process would ensure that future development would not detract from the visual character and quality of the Specific Plan area or its surroundings. **(Less than Significant Impact)**

Impact AES-4:	The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. **(Less than Significant Impact)**

Intensification of residential and commercial uses in the Plan area could create additional light or glare in the City. Sources of light and glare could include external and internal building lights, security lights, internal building lights, and reflective building surfaces and windows. Prior to the issuance of building permits for private development projects, proposed lighting would be evaluated by the Architectural Review Process to ensure that new buildings would not introduce new substantial light sources that would adversely affect nighttime views or spillover onto adjacent properties. The Specific Plan guidelines include the use of Dark Sky compliant lighting for exterior lights which would ensure that artificial lighting is designed to protect nighttime views. Proposed windows in buildings would also be reviewed to confirm they would not be a substantial new source of daytime glare. Future private development would comply with the site-wide lighting guidelines in the Specific Plan, Specific Plan Design Guidelines, and General Plan policies that pertain to lighting. Street lighting would comply with Silicon Valley Power (SVP) standard lighting and installed per industry standards. Conformance with Specific Plan Design Guidelines, General Plan policies, and

[3] City of Santa Clara 2010-2035 General Plan Integrated Final EIR. *2.9.1 El Camino Real Focus Areas.* January 2011.

the architectural review process would ensure that future development would not result in substantial light or glare impacts in the Specific Plan project area. **(Less than Significant Impact)**

3.1.2.2 *Cumulative Impacts*

Impact AES-C:	The project would not result in a cumulatively considerable contribution to a significant cumulative aesthetics impact. **(Less than Significant Cumulative Impact)**

Build out of the Specific Plan area would develop buildings up to six stories in height, which would be visible from residences to the north and south of the Plan area. However, build out of the Plan area would not substantially block views of scenic vistas or resources beyond existing conditions. It is unlikely that the future development of the Specific Plan area and other future projects, such as the approved large mixed-use development known as City Place, would be visible from a single public vantage point. Buildings at City Place could be developed to 17 stories in height, which would be much taller than the maximum height of development allowed throughout the Plan area (six stories or 70 feet). Further, City Place would be located in northern Santa Clara, approximately 3.6 miles north of the Plan Area. The other cumulative planned or under construction developments shown in Table 2.3-1 would be similar in scale and intensity to future developments expected to occur under the Specific Plan, based on the Plan's proposed land use designations, zoning, and development standards. Due to distance between the future projects, the intervening development, vegetation, and the flat topography of the area, the build out of future projects would not be anticipated to result in a cumulative impact to visual character. Projects in the City and adjoining jurisdictions are subject to architectural review, and subject to the design guidelines and development standards of the jurisdictions' municipal codes, including standards to prevent light and glare impacts. For these reasons, the cumulative projects would not result in a cumulative visual or aesthetic impact and the Specific Plan's contribution would be less than cumulatively considerable. **(Less than Significant Cumulative Impact)**

3.2 AGRICULTURE AND FORESTRY RESOURCES

3.2.1 Environmental Setting

3.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is called Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.[4]

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.[5]

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.[6] Programs such as CAL FIRE's Fire and Resource Assessment Program and are used to identify whether forest land, timberland, or timberland production areas that could be affected are located on or adjacent to a project site.[7]

3.2.1.2 *Existing Conditions*

The project area consists of developed land, and current land uses within the project boundaries are primarily commercial and residential. The area in the vicinity of the project site is also highly developed and comprised of a mix of residential, commercial, and public/quasi-public uses. There are no agricultural or timberland uses within the project area. The project site is designated as "Urban

[4] California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed November 25, 2019. http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.
[5] California Department of Conservation. "Williamson Act." http://www.conservation.ca.gov/dlrp/lca.
[6] Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).
[7] California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed November 25, 2019. http://frap.fire.ca.gov/.

and Built-Up Land" according to the Santa Clara County Important Farmland 2016 map. Common examples of "Urban and Built-Up Land" are residential, institutional, industrial, commercial, landfills, golf courses, airports, and other utility uses. No portion of the project site is under a Williamson Act contract.

3.2.2 Impact Discussion

For the purpose of determining the significance of the project's impact on agriculture and forestry resources, would the project:

1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?
4) Result in a loss of forest land or conversion of forest land to non-forest use?
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

3.2.2.1 *Project Impacts*

Impact AG-1:	The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. **(No Impact)**

No part of the project site is located within lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, there would no impact. **(No Impact)**

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

There are no properties within the proposed Specific Plan area that are either currently zoned for agricultural use or under a Williamson Act contract.[8] Therefore, the project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. **(No Impact)**

[8] https://geo.nyu.edu/catalog/stanford-qr197tf8065. Accessed November 25, 2019.

Impact AG-3:	The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

The project site contains no forest land, timberland, or timberland zoned for Timberland Production; therefore, implementation of the project would result in no impact. **(No Impact)**

Impact AG-4:	The project would not result in a loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

The project site contains no forest land; therefore, implementation of the project would not result in any loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

Impact AG-5:	The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. **(No Impact)**

As previously stated, the Plan area does not contain land designated as or used for forest land, timberland, or agricultural purposes. The changes that could ultimately result from implementation of the proposed Specific Plan would therefore not result in the conversion of such lands to non-agricultural use or conversion of forest land to non-forest use. **(No Impact)**

3.3 AIR QUALITY

The following discussion is based, in part, on an air quality assessment prepared for the proposed project by Illingworth & Rodkin, Inc. The report, dated August 25, 2020, is attached to this DEIR as Appendix B.

3.3.1 Environmental Setting

3.3.1.1 *Background Information*

Criteria Pollutants

Air quality in the Bay Area is assessed relative to six common air pollutants (referred to as criteria pollutants), including ground-level ozone (O_3), nitrogen oxides (NO_x), particulate matter (PM), carbon monoxide (CO), sulfur oxides (SO_x), and lead.[9] Criteria pollutants are regulated because they cause detrimental health effects. An overview of the sources of criteria pollutants and their associated health effects are summarized in Table 0-1. The most commonly regulated criteria pollutants in the Bay Area are discussed further below.

Table 0-1: Health Effects of Air Pollutants

Pollutants	Sources	Primary Effects
Ozone (O_3)	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	• Aggravation of respiratory and cardiovascular diseases • Irritation of eyes • Cardiopulmonary function impairment
Nitrogen Dioxide (NO_2)	Motor vehicle exhaust, high temperature stationary combustion, atmospheric reactions	• Aggravation of respiratory illness • Reduced visibility
Fine Particulate Matter ($PM_{2.5}$) and Coarse Particulate Matter (PM_{10})	Stationary combustion of solid fuels, construction activities, industrial processes, atmospheric chemical reactions	• Reduced lung function, especially in children • Aggravation of respiratory and cardiorespiratory diseases • Increased cough and chest discomfort • Reduced visibility
Toxic Air Contaminants (TACs)	Cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; building materials and products	• Cancer • Chronic eye, lung, or skin irritation • Neurological and reproductive disorders

High O_3 levels are caused by the cumulative emissions of reactive organic gases (ROG) and NO_x. These precursor pollutants react under certain meteorological conditions to form high O_3 levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to

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

reduce O_3 levels. The highest O_3 levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources.

PM is a problematic air pollutant of the Bay Area. PM is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide emissions and localized emissions.

Toxic Air Contaminants

TACs are a broad class of compounds known to have health effects. They include but are not limited to criteria pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway).

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).[10] Chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the California Air Resources Board (CARB).

Sensitive Receptors

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

3.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

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

[10] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed March 25, 2020. https://www.arb.ca.gov/research/diesel/diesel-health.htm.

CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, the plan involves application of emission control strategies to existing diesel vehicles and equipment to reduce DPM (in additional to other pollutants). Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel fueled vehicles and equipment (including off-road equipment), will significantly reduce emissions of DPM and NO_X.

Regional

2017 Clean Air Plan

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

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. Jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality impacts developed by BAAQMD within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

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

Local

City of Santa Clara 2010-2035 General Plan

General Plan policies applicable to air quality include, but are not limited to, the following listed below.

Policies	Description
5.1.1-P24	Prior to the implementation of Phase III, the City will include a community Risk Reduction Plan ("CRRP") for acceptable Toxic Air Contaminant ("TAC") concentrations, consistent with the Bay Area Air Quality Management District ("BAAQMD") CEQA Guidelines, including risk and exposure reduction targets, measures to reduce emissions, monitoring procedures, and a public participations process.
5.8.5-P1	Require new development and City employees to implement transportation demand management programs that can include site-design measures, including preferred carpool and vanpool parking, enhanced pedestrian access, bicycle storage and recreational facilities.
5.8.5-P5	Encourage transportation demand management programs that provide incentives for the use of alternative travel modes to reduce the use of single-occupant vehicles.
5.8.5-P9	Promote transportation demand management programs that provide education, information and coordination to connect residents and employees with alternate transportation opportunities.
5.10.2-P1	Support alternative transportation modes and efficient parking mechanisms to improve air quality.
5.10.2-P2	Encourage development patterns that reduce vehicle miles traveled and air pollution.
5.10.2-P3	Encourage implementation of technological advances that minimize public health hazards and reduce the generation of air pollutants.
5.10.2-P4	Encourage measures to reduce greenhouse gas emissions to reach 30 percent below 1990 levels by 2020.
5.10.2-P5	Promote regional air pollution prevention plans for local industry and businesses.
5.10.2-P6	Require "Best Management Practices" for construction dust abatement.
5.10.5-P34	Implement minimum setbacks of 500 feet from roadways with average daily trips of 100,000 or more and 100 feet from railroad tracks for new residential or other uses with sensitive receptors, unless a project-specific study identifies measures, such as site design, tiered landscaping, air filtration systems, and window design, to reduce exposure, demonstrating that the potential risks can be reduced to acceptable levels.
5.10.5-P35	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.

3.3.1.3 *Existing Conditions*

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

The Plan area is comprised of 316 acres of properties that are located immediately adjacent to El Camino Real between Lafayette Street on the east and the City limits on the west. The Plan area is primarily developed with one- to two-story commercial buildings with large surface parking lots. The Plan area also includes several multi-family residential developments.

3.3.2 Impact Discussion

For the purpose of determining the significance of the project's impact on air quality, an air quality impact is considered significant if the project would:

1) Conflict with or obstruct implementation of the applicable air quality plan;
2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
3) Expose sensitive receptors to substantial pollutant concentrations; or
4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

3.3.2.1 *Thresholds of Significance*

Impacts from the Project

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of Santa Clara has considered the air quality thresholds updated by BAAQMD in May 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$. The BAAQMD CEQA Air Quality thresholds used in this analysis are identified in Table 0-2 below.

Table 0-2: BAAQMD Air Quality Significance Thresholds			
Pollutant	**Construction Thresholds**	**Operation Thresholds**	
	Average Daily Emissions (pounds/day)	**Average Daily Emissions (pounds/day)**	**Annual Average Emissions (tons/year)**
Criteria Air Pollutants			
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	
Fugitive Dust	Dust Control Measures/Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources (within a 1,000-foot Zone of Influence)			
Health Hazard	**Single Source**	**Combined Cumulative Sources**	
Excess Cancer Risk	10 per one million	100 per one million	
Hazard Index	1.0	10.0	
Incremental Annual $PM_{2.5}$	0.3 $\mu g/m^3$	0.8 $\mu g/m^3$ (average)	

3.3.2.2 *Project Impacts*

Impact AIR-1: The project would not conflict with or obstruct implementation of the applicable air quality plan**. (Less than Significant Impact)**

2017 Clean Air Plan

A project is considered consistent with the 2017 CAP if, a) the plan supports the primary goals of the 2017 CAP; b) includes relevant control measures; and c) does not interfere with implementation of 2017 CAP control measures.[12] The 2017 CAP contains 85 control measures that describe specific actions to reduce emissions and are categorized based on the economic sector framework used by CARB for the AB 32 Scoping Plan Update. The sectors covered by the control measures are: Stationary (Industrial Sources), Transportation, Energy, Buildings, Agriculture, Natural and Working Lands, Waste Management, Water, and Super-GHG Pollutants. The project's consistency with the relevant control measures in the 2017 CAP is shown below in Table 3.3-3.

[12] Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines.* May 2017. Pages 9-2 and 9-3.

Table 3.3-3: 2017 CAP Applicable Control Measures		
Control Measures	**Description**	**Consistency**
Transportation Control Measures		
TR1: Clean Air Teleworking Initiative	Develop teleworking best practices for employers and develop additional strategies to promote telecommuting. Promote teleworking on Spare the Air Days.	The Specific Plan would encourage the implementation of TDM programs for new development, which would include measures such as increased support for telecommuting. Therefore, the project is consistent with this measure.
TR2: Trip Reduction Programs	Implement the regional Commuter Benefits Program (Rule 14-1) that requires employers with 50 or more Bay Area employees to provide commuter benefits. Encourage trip reduction policies and programs in local plans, e.g., general and specific plans while providing grants to support trip reduction efforts. Encourage local governments to require mitigation of vehicle travel as part of new development approval, to adopt transit benefits ordinances in order to reduce transit costs to employees, and to develop innovative ways to encourage rideshare, transit, cycling, and walking for work trips. Fund various employer-based trip reduction programs.	The Specific Plan would encourage the implementation of TDM programs for new development, which would include measures such as transit subsidies, carpool incentives, bicycling incentives, carshare memberships, and/or vanpools. In addition, the project would reduce the vehicle miles traveled (VMT) in the Plan area. Therefore, the project is consistent with this measure.
TR 5: Transit Efficiency and Use	Improve transit efficiency and make transit more convenient for riders through continued operation of 511 Transit, full implementation of Clipper fare payment system and the Transit Hub Signage Program.	While this is mostly a regionally implemented control measure, the Specific Plan would provide connections to regional and local transit due to its proximity to the Santa Clara and Lawrence transit stations. Therefore, the project is consistent with this measure.
TR7: Safe Routes to Schools and Safe Routes to Transit	Provide funds for the regional Safe Routes to School and Safe Routes to Transit Programs.	The Specific Plan would ensure clear and safe pedestrian circulation. Convenience, safety and integrated access would be prioritized for all modes of transportation. Therefore, the project is consistent with this measure.

Table 3.3-3: 2017 CAP Applicable Control Measures		
Control Measures	**Description**	**Consistency**
TR8: Ridesharing, Last-Mile Connection	Promote carpooling and vanpooling by providing funding to continue regional and local ridesharing programs, and support the expansion of carsharing programs. Provide incentive funding for pilot projects to evaluate the feasibility and cost-effectiveness of innovative ridesharing and other last-mile solution trip reduction strategies. Encourage employers to promote ridesharing and carsharing to their employees.	The Specific Plan would encourage the implementation of TDM programs, which may include measures such as carpool incentives, carshare memberships, additional Last Mile services, and/or vanpools. Therefore, the project is consistent with this measure.
TR9: Bicycle and Pedestrian Access and Facilities	Encourage planning for bicycle and pedestrian facilities in local plans, e.g., general and specific plans, fund bike lanes, routes, paths and bicycle parking facilities.	The Specific Plan would result in a dense, walkable environment, simplify wayfinding, and ensure clear and safe pedestrian circulation. Additionally, the Specific Plan would include a continuous cycle track (separated/protected bike lane) in place of on-street parking. Therefore, the project is consistent with this measure.
TR10: Land Use Strategies	Support implementation of Plan Bay Area, maintain and disseminate information on current climate action plans and other local best practices, and collaborate with regional partners to identify innovative funding mechanisms to help local governments address air quality and climate change in their general plans.	The Specific Plan would support the implementation of Plan Bay Area 2040 by focusing new development on infill areas in close proximity to transit; the El Camino Real corridor is located within a Priority Development Area (PDA), as identified by Plan Bay Area. This would create opportunities for more sustainable transportation modes that are less reliant on automobiles. Therefore, the project is consistent with this measure.
TR13: Parking Policies	Encourage parking policies and programs in local plans, e.g., reduce minimum parking requirements; limit the supply of off-street parking in transit-oriented areas; unbundle the price of parking spaces; support implementation of demand-based pricing (such as “SF Park”) in high-traffic areas.	The Specific Plan would reduce demand for parking through site design, transit accessibility and TDM programs. The Specific Plan would replace on-street parking with a cycle track. In addition, projects within the Regional Commercial Mixed Use designation shall include shared parking between uses with different peak periods to encourage the efficient use of parking resources. Therefore, the project is consistent with this measure.

Table 3.3-3: 2017 CAP Applicable Control Measures		
Control Measures	**Description**	**Consistency**
Building Control Measures		
BL1: Green Buildings	Collaborate with partners such as KyotoUSA to identify energy-related improvements and opportunities for on-site renewable energy systems in school districts; investigate funding strategies to implement upgrades. Identify barriers to effective local implementation of the CALGreen (Title 24) statewide building energy code; develop solutions to improve implementation/enforcement. Work with ABAG's Bay Area Regional Energy Network (BayREN) program to make additional funding available for energy-related projects in the buildings sector. Engage with additional partners to target reducing emissions from specific types of buildings.	New construction allowed under the Specific Plan would meet the most recent Title 24 standards, as well as City requirements and the development standards established by the Specific Plan. New buildings in the Plan area would be provided electricity by SVP, which strives to source carbon-free power as its default supply, and already utilizes 100 percent carbon-free power for residential uses. For these reasons, the project would be consistent with this measure.
BL2: Decarbonize Buildings	Explore potential Air District rulemaking options regarding the sale of fossil fuel-based space and water heating systems for both residential and commercial use. Explore incentives for property owners to replace their furnace, water heater or natural-gas powered appliances with zero-carbon alternatives. Upgrade Air District guidance documents to recommend that commercial and multi-family developments install ground source heat pumps and solar hot water heaters.	The Specific Plan would encourage energy generation through on-site photovoltaics on buildings and would discourage the use of natural gas. In addition, the Specific Plan supports the goal of net zero energy use on-site over time as the electricity provider, SVP, would provide carbon free generated electricity to all Santa Clara customers (not just residential users) as well as the purchase of renewable energy credits. For these reasons, the project is consistent with this measure.
BL4: Urban Heat Island Mitigation	Develop and urge adoption of a model ordinance for "cool parking" that promotes the use of cool surface treatments for new parking facilities, as well as existing surface lots undergoing resurfacing. Develop and promote adoption of model building code requirements for new construction or re-roofing/roofing upgrades for commercial and residential multi-family housing. Collaborate with expert partners to perform outreach to cities and counties to make them aware of cool roofing and cool paving techniques, and of new tools available.	The Specific Plan would conform to the City's Climate Action Plan, which requires new parking lots to be surfaced with low-albedo materials to reduce heat gain. In addition, the Specific Plan would reduce cooling load by maximizing shade through increased tree and landscape planting throughout the Specific Plan area. Therefore, the project is consistent with this measure.

Table 3.3-3: 2017 CAP Applicable Control Measures		
Control Measures	**Description**	**Consistency**
Natural and Working Lands Control Measures		
NW2: Urban Tree Planting	Develop or identify an existing model municipal tree planting ordinance and encourage local governments to adopt such an ordinance. Include tree planting recommendations the Air District's technical guidance, best practices for local plans and CEQA review.	The Specific Plan would provide a comfortable, well-shaded environment defined by a consistent, linear planting plan along the streets and a variety of trees in parks and greenways. Therefore, the project is consistent with this measure.
Waste Management Control Measures		
WA4: Recycling and Waste Reduction	Develop or identify and promote model ordinances on community-wide zero waste goals and recycling of construction and demolition materials in commercial and public construction projects.	The Specific Plan would include on-site recycling facilities, implement a construction waste management plan, and meet the waste diversion goals outlined in the California Integrated Waste Management Act and AB 935. Therefore, the project is consistent with this measure.
Water Control Measures		
WR2: Support Water Conservation	Develop a list of best practices that reduce water consumption and increase on-site water recycling in new and existing buildings; incorporate into local planning guidance.	The Specific Plan would support the City's General Plan policies encouraging new development to utilize recycled water for landscape irrigation, and promoting water conservation (Policies 5.3.1-P11, 5.10.4-P3, and 5.10.4-P8). Therefore, the project is consistent with this measure.

As demonstrated in the table above, the proposed project would be consistent with the 2017 CAP, and would therefore not conflict with or obstruct implementation of the applicable air quality plan. **(Less than Significant Impact)**

Impact AIR-2:	The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. **(Less than Significant Impact with Mitigation Incorporated)**

The San Francisco Bay Area is considered a non-attainment area for ground-level O_3 and its precursor pollutants (ROG and NOX), PM_{10}, and $PM_{2.5}$. The area has attained both state and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and particulate matter (i.e., $PM_{2.5}$ and PM_{10}), BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NOx), PM_{10}, and $PM_{2.5}$ and apply to both construction period and operational period impacts for projects. They do not apply to plans, such as the El Camino Real Specific Plan.

Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

Construction

Implementation of the Specific Plan would result in construction emissions associated with subsequent development, including demolition, site grading, asphalt paving, building construction, and architectural coating. Emissions commonly associated with construction activities include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips. During construction, fugitive dust (the dominant source of PM_{10} and $PM_{2.5}$ emissions) is generated when surface materials are disturbed. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries.

The BAAQMD CEQA Air Quality Guidelines do not have quantitative thresholds for fugitive dust. Instead, the threshold is based on compliance with Best Management Practices (BMPs). Unmitigated fugitive dust could adversely affect local and regional PM_{10} levels, which would result in health impairment due to the inhalation of dust. Project fugitive dust emissions would result in a significant impact.

Mitigation Measures: The following mitigation measures, consistent with BAAQMD BMPs, would be implemented by all future development projects under the Specific Plan to reduce fugitive dust impacts during construction to a less than significant level.

MM AIR-2.1: All future development projects under the Specific Plan shall implement the following BAAQMD-recommended best management practices:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered;
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph);
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13,

Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation;
- Post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations;
- The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g. compressors).

In addition to construction dust, construction activities would generate exhaust emissions from equipment (i.e., off-road) and traffic (on-road vehicles and trucks). Off-road construction equipment is often diesel-powered and can be a substantial source of NO_x emissions, in addition to PM_{10} and $PM_{2.5}$ emissions. Architectural coatings and application of asphalt pavement are dominant sources of ROG emissions. The BAAQMD CEQA Air Quality Guidelines do not identify quantified plan-level thresholds for construction emissions; however, there are project-level thresholds of 54 pounds per day for NO_x, ROG, and $PM_{2.5}$ exhaust and 82 pounds per day for PM_{10} exhaust (as shown in Table 3.3-2). Unless controlled, the combination of dust from construction activities and diesel exhaust from operation of construction equipment and related traffic for future projects under the Specific Plan could exceed the project-level thresholds.

Mitigation Measures: The following mitigation measures shall be implemented by all future projects under the Specific Plan to reduce construction criteria air pollutant emissions to a less than significant level:

MM AIR-2.2: All future development projects under the Specific Plan shall complete construction air quality assessments for construction criteria pollutants and TACs. If construction BAAQMD thresholds are exceeded, future projects shall implement measures to reduce emissions below the thresholds. Emission reduction measures shall include, but not be limited to, the following measures:

- Construction equipment selection for low emissions;
- Use of alternative fuels, engine retrofits, and added exhaust devices;
- Low-VOC paints;
- Modify construction schedule; and
- Implementation of BAAQMD Basic and/or Additional Construction Mitigation Measures for control of fugitive dust.

The BAAQMD CEQA Air Quality Guidelines include screening criteria (Table 3-1 of the CEQA Air Quality Guidelines) which provide a conservative indication of whether a project would result in

significant criteria air pollutants during construction; these screening criteria could be applied to future developments under the Specific Plan to determine the level of additional analysis required. Projects which would exceed the screening sizes would be required to complete a project-specific air quality assessment, in accordance with the mitigation measures described above.

Implementation of the mitigation measures MM AIR-2.1 and AIR-2.2 described above would ensure that future development under the Specific Plan reduces fugitive dust and criteria air pollutant emissions to a less than significant level.

Operation

Implementation of the Specific Plan would result in long-term area and mobile source emissions from operation and use of subsequent development. There are no significance thresholds applicable to plan-level development; however, there are project-level thresholds, which are shown above in Table 3.3-2. Operational emissions, assuming full build out of the Specific Plan, were modeled using the California Emissions Estimator Model (CalEEMod). Operational air emissions from the project would be generated primarily by automobiles driven by future residents and employees. Evaporative emissions from architectural coatings and maintenance products would also result from the land uses proposed.

CalEEMod was used to predict net emissions from operation of the proposed project assuming full build out in 2030 or later. The Specific Plan land uses input into CalEEMod included 9,000 dwelling units entered as "Apartments Mid Rise" and 1,870,000 square feet entered as "Strip Mall". Currently, the Plan area is developed and the model run was completed to account for the existing uses. The existing uses input into the model included 2,500 dwelling units entered as "Apartments Mid Rise" and 2,265,000 square feet entered as "Strip Mall". Trip generation rates were entered into the model based on the project's transportation analysis. As discussed in Section 3.17 Transportation, the proposed project would contribute to a decrease in vehicle miles traveled (VMT) in the Plan area. The Specific Plan would allow for greater residential development in an infill location in proximity to employment and services, thus reducing VMT compared to existing conditions.

Net emissions between the proposed Specific Plan and existing uses are shown in Table 3.3-4 below. There are no emissions thresholds directly applicable to emissions generated by a plan such as the proposed Specific Plan. The emission levels shown in Table 3.3-4 compare daily and annual emissions resulting from full build out of the Specific Plan to BAAQMD project-level thresholds.

Table 3.3-4: Operational Period Emissions

Scenario	ROG	NOx	PM_{10}	$PM_{2.5}$
Existing Annual Emissions	21.45 tons	7.33 tons	7.06 tons	2.11 tons
Future Existing Annual Emissions	19.21 tons	4.44 tons	7.01 tons	2.05 tons
Project Annual Emissions	55.04 tons	10.97 tons	11.35 tons	3.58 tons
Total Net Project Operational emissions (tons)	35.83 tons	6.53 tons	4.32 tons	1.52 tons

Table 3.3-4: Operational Period Emissions				
BAAQMD Project Thresholds (tons per year)	*10 tons project*	*10 tons project*	*15 tons project*	*10 tons project*
Average Daily Net Project Operational Emissions (pounds)[1]	196.33 lbs.	35.77 lbs.	23.77 lbs.	8.34 lbs.
BAAQMD Thresholds (pounds per day)	*54* lbs. *project*	*54* lbs. *project*	*82* lbs. *project*	*54* lbs. *project*
[1] Assumes 365-day operation.				

As shown in the table above, net operational emissions of the Specific Plan would exceed the BAAQMD significance thresholds for ROG for projects. However, there is no threshold applicable to plan level projects. Future projects under the Specific Plan could exceed project-level thresholds for operational criteria air pollutants, including ROG, which would result in a significant impact.

Mitigation Measures: The following mitigation measures shall be implemented by all future projects under the Specific Plan to reduce operational criteria air pollutant emissions to a less than significant level:

MM AIR-2.3: Operational criteria pollutant analysis shall be conducted in accordance with the latest guidance provided by BAAQMD for projects with the potential to exceed project emission thresholds. The BAAQMD CEQA Air Quality Guidelines provide project screening level sizes to determine if projects warrant modeling to evaluate their emissions. Projects smaller than the screening sizes listed in Table 3-1 of the BAAQMD CEQA Air Quality Guidelines would be considered to have less than significant operational air pollutant emissions. Projects that are found to have emissions above significance thresholds would be required to implement additional mitigation measures, including, but not limited to, the measures described below:

- Proposed residential development within the El Camino Real Specific Plan area shall implement TDM programs to reduce residential vehicle miles traveled as required by the City's Climate Action Plan. The TDM programs would be reviewed and approved by the Community Development Director prior to issuance of building permits. An annual TDM monitoring report shall be submitted to the Community Development Director to document each development is meeting the required TDM program reductions.
- Proposed development within the Specific Plan area shall incorporate additional green building measures such as rooftop solar photovoltaic systems, rough-ins for electric vehicle charging, use of efficient lighting and irrigation, and recycle water, as feasible, to the satisfaction of the Community Development Director.
- Developed parcels shall require within their Covenants, Conditions & Restrictions (CC&Rs) and/or ground leases requirements for all future interior spaces to be repainted only with architectural coatings that meet the "Low-VOC" or "Super-Compliant" requirements.

The BAAQMD CEQA Air Quality Guidelines include screening criteria (Table 3-1 of the CEQA Air Quality Guidelines) which provide a conservative indication of whether a project would result in significant criteria air pollutants during operation. Projects exceeding the screening criteria would be required to quantify emissions and compare them to the BAAQMD operational thresholds shown in Table 3.3-2. If these thresholds are exceeded, projects would require mitigation to reduce impacts to less than significant levels, as set forth in mitigation measure MM AIR-1.2. Because future projects under the Specific Plan would require project-level analyses of operational emissions and incorporation of additional mitigation measures to reduce emissions, as appropriate, the proposed project would result in a less than significant impact from criteria air pollutants and precursors.

In addition to the pollutants described above, operation of future projects under the Specific Plan would generate carbon monoxide. The current CO levels in the Bay Area are well below ambient air quality standards and there have been no exceedances of CO standards in the Bay Area since 1991. Nonetheless, CO hotspots (occurrences of localized high CO concentrations) may still occur. The BAAQMD CEQA Air Quality Guidelines state that a project would have a less than significant impact if it would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. Peak hour traffic volumes at intersections affected by the proposed project would be less than 15,000 vehicles per hour. Therefore, the project would not result in a cumulatively considerable net increase in CO.

The proposed project's cumulative net impacts with respect to these pollutants would be reduced to less than significant levels with implementation of mitigation measures MM AIR-2.1, 2.2 and 2.3. Therefore, the impact would be less than significant with mitigation incorporated. **(Less Than Significant Impact with Mitigation Incorporated)**

Impact AIR-3:	The project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact with Mitigation Incorporated)**

Future development projects under the Specific Plan are not anticipated to include substantial stationary sources of TACs or $PM_{2.5}$. Future projects could include diesel generators or natural gas-fueled boilers that would require permitting by BAAQMD. With adherence to BAAQMD rules and regulations, these types of sources of air pollution would not cause significant exposure to on- or off-site sensitive receptors.

Subsequent land use activities associated with implementation of the Specific Plan would likely include short-term construction sources of TACs. There are sensitive receptors in and adjacent to many portions of the Plan area and the proposed project would introduce new sensitive receptors to the area. Existing and future sensitive receptors could be exposed to construction TACs during construction activities associated with build out of the Specific Plan. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. Additionally, diesel exhaust poses both a health risk and nuisance impact to nearby receptors. As there are no specific construction plans and schedules available for build out of the Specific Plan, community risk impacts would need to be assessed at the project level. There are various measures that can be incorporated into construction plans that could minimize these potential impacts.

The BAAQMD standard measures described under Impact AIR-1 and mitigation measure MM AIR-1.1 would reduce the level of pollutants sensitive receptors in and around the Plan area would be exposed to. Implementation of BAAQMD standard measures would reduce exhaust emissions by five percent and fugitive dust emissions by over 50 percent. Implementation of mitigation measure MM AIR-1.1 would further reduce diesel exhaust emissions by requiring project-level construction air quality assessments and identifying mitigation measures to reduce emissions to below the applicable BAAQMD thresholds (if exceeded).

The selection of appropriate equipment would also reduce emissions substantially. For example, the use of diesel-powered construction equipment that meets EPA particulate matter emissions standards for Tier 4 engines or includes CARB-certified diesel particulate matter filters could reduce diesel particulate matter emissions by at least 80 percent. This measure alone would reduce construction health risk impacts at sensitive receptors to a less than significant level. The other measures identified in mitigation measure MM AIR-1.1 would further reduce impacts.

Additional measures to reduce TAC and $PM_{2.5}$ emissions would be identified during project-level construction air quality assessments, and could include hourly limits for generator or crane use, electrification or use of alternative fuels for portable equipment, appropriate staging of equipment (e.g., distanced from nearby sensitive receptors), and additional limitations on equipment idling. The application of appropriate measures, as required by MM AIR-1.1, would reduce maximum cancer risk, annual $PM_{2.5}$ concentrations, and the Hazard Index (HI) to below respective threshold levels (shown in Table 3.3-2). Therefore, with implementation of the measures described, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact with Mitigation Incorporated)**

Impact AIR-4:	The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. **(Less than Significant Impact)**

The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors. However, these emissions would be temporary, localized and are not likely to adversely affect people off site. The Specific Plan would primarily allow residential land uses, which are not typical sources of objectionable odors. Therefore, the proposed project would not result in odors which could adversely affect a substantial number of people. **(Less than Significant Impact)**

3.3.2.3 *Cumulative Impacts*

Impact AIR-C:	The project would not result in a cumulatively considerable contribution to a significant air quality impact. **(Less than Significant Cumulative Impact)**

Because criteria air pollutant emissions would contribute to regional and global emissions of such pollutants, the identified thresholds developed by BAAQMD and used by the City of Santa Clara were designed such that a project impact would also be a cumulatively considerable impact. As described under Impact AIR-1, the proposed project would implement mitigation measures to ensure construction and operational criteria air pollutants are assessed during development projects under

the Specific Plan. Additionally, construction TACs and $PM_{2.5}$ would be assessed during future developments and compared to BAAQMD single-source and cumulative-source thresholds. Mitigation measures, which could include the use of specific construction equipment, modified construction schedules, and/or appropriate construction staging, would be implemented by future projects if applicable BAAQMD thresholds are exceeded. In doing so, the project would not result in a cumulatively considerable contribution to a significant air quality impact. The City of Santa Clara 2010-2035 General Plan concluded that new development and redevelopment allowed under the General Plan could increase the concentration of air pollutants; however, the implementation of policies and existing regulations and programs would substantially reduce air pollutants to a less than significant level. The proposed project would be consistent with the General Plan and would adhere to existing policies, regulations and programs to reduce air pollutant emissions. Therefore, the proposed project would result in a less than significant cumulative air quality impact. **(Less than Significant Cumulative Impact)**

3.3.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the 2017 CAP contains the following goal: "reduce population exposure and protect public health in the Bay Area". In addition, the discussion demonstrates the project's conformance with General Plan Policy 5.10.5-P34, described above.

The project would include new sensitive receptors. Substantial sources of air pollution can adversely affect sensitive receptors occupying future residential projects in the Plan area. BAAQMD recommends using a 1,000-foot screening radius around a project site for the purpose of identifying community health risk from locating new sensitive receptors near existing sources of TACs. There are numerous substantial sources of pollutants within a 1,000-foot screening radius of the Plan area, including both mobile and stationary sources. BAAQMD considers roadways with average daily traffic (ADT) of over 10,000 vehicles to be substantial mobile sources of pollutants. Nearby roadways with over 10,000 ADT include El Camino Real, Lawrence Expressway, Kiely Boulevard/Bowers Avenue, San Tomas Expressway, Scott Boulevard, and Lafayette Street. Additionally, the rail line that runs adjacent to the Plan area's eastern boundary is a source of TAC emissions from diesel-powered locomotives. There are 29 existing stationary sources within the 1,000-foot screening radius of the Plan area. The existing stationary and mobile sources affecting the Plan area are shown on Figure 3.3-1. The impacts of these sources on future residents within the Plan area is discussed below.

Roadway Impacts

In the vicinity of the project site, the local roadways considered to be substantial mobile sources of pollutants include El Camino Real, Lawrence Expressway, Kiely Boulevard/Bowers Avenue, San Tomas Expressway, Scott Boulevard, and Lafayette Street. BAAQMD's screening calculator was used to determine if these roadways would have a significant effect on sensitive receptors in the Plan area. Inputs to the screening calculator include county, roadway orientation, side of the roadway the receptor is located on, distance from the edge of the roadway, and the ADT of the roadway. Traffic volumes were based on the project traffic impact assessment. The health risk for sensitive receptors

within 150 feet west and 300 feet east of Lawrence Expressway and San Tomas Expressway, within 100 feet north and south of El Camino Real, and within 50 to 100 feet of Kiely Boulevard/Bowers Avenue, Scott Boulevard, and Lafayette Street would exceed BAAQMD thresholds.

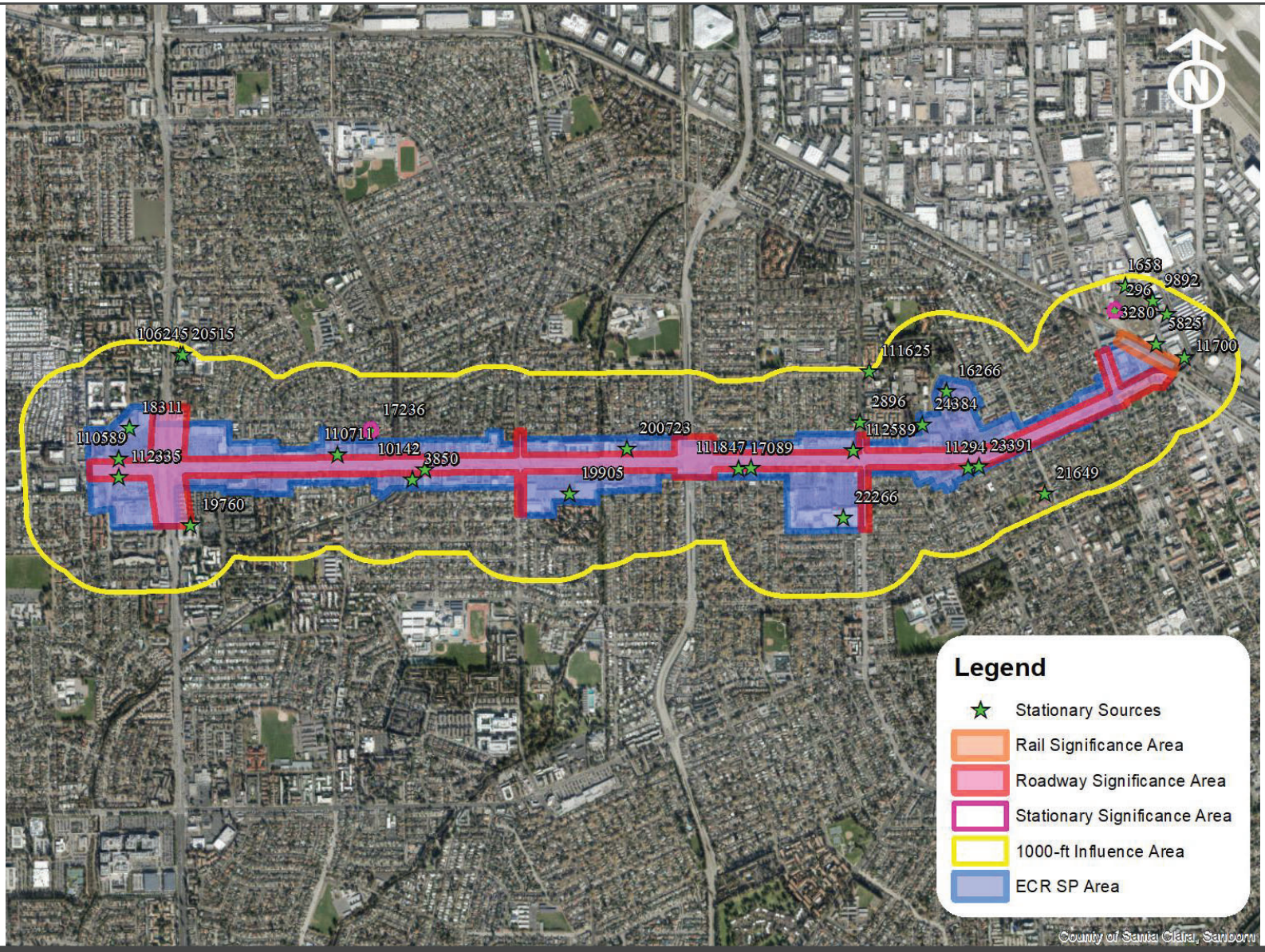
Stationary Source TAC Impacts

Permitted stationary sources of air pollution near the project site were identified using BAAQMD's *Permitted Stationary Source 2018* GIS website and *Stationary Source Risk & Hazard Analysis Google Earth Tool*, which indicates the location of nearby stationary sources and their estimated risk and hazard impacts. Of the 29 stationary sources identified within the Plan area, only Plants #296 and #17236, shown on Figure 3.3-1, had risk impacts exceeding BAAQMD thresholds. The health risk for sensitive receptors within 100 feet of these two sources would exceed BAAQMD health risk thresholds.

Railroad Community Risk Impacts

The eastern portion of the Plan area is located near the rail line used for Caltrain and a Union Pacific Railroad line used for Amtrak passenger and freight rail service. Trains traveling on these lines generate TAC and $PM_{2.5}$ emissions from diesel locomotives. Caltrain currently operates diesel locomotives on this line but the Peninsula Corridor Electrification Project is underway and nearly all of the trains are planned to be electric in the near future. There are approximately seven weekday and seven weekend Amtrak trains, eight weekday and four Saturday Altamont Commuter Express (ACE) trains, and approximately ten daily freight trains which also utilize the rail line.

Emissions and dispersion modeling were conducted to predict diesel particulate matter exposure along the rail line. Modeled concentrations from the rail lines were used to calculate potential increased cancer risks from new Plan area residents assuming almost continual exposure.



EXISTING MOBILE AND STATIONARY POLLUTANT SOURCES WITHIN 1,000 FEET OF THE PLAN AREA | FIGURE 3.3-1

Based on the modeling of train line emissions, sensitive receptors within 200 feet of the rail line would be exposed to cancer risk exceeding 10 cases per million. The maximum $PM_{2.5}$ concentrations would be less than 0.01 $\mu g/m^3$ and the HI would be less than 0.01.

The following measures would be required as a condition of project approval to address community health risk issues associated with new development in the Plan area. These measures shall apply to any project developed within affected areas that are near high volume roadways, stationary sources or Caltrain, as indicated in Figure 3.3-1. Future projects should include the following measures to reduce long-term exposure to TACs and $PM_{2.5}$.

- Design project developments to limit exposure from sources of TACs and $PM_{2.5}$ emissions.
- Install air filtration devices at units that have predicted $PM_{2.5}$ concentrations above 0.3 $\mu g/m^3$. Air filtration devices shall be rated MERV13 or higher. Alternately, at the approval of the City, equivalent control technology may be used if it is shown by a qualified air quality consultant or heating, ventilation, and air conditioning (HVAC) engineer that it would reduce risk below significance thresholds. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required.
- Ensure that any lease agreements and other property documents (1) require cleaning, maintenance, and monitoring of the affected units for air flow leaks; (2) include assurance that new owners and tenants are provided information on the ventilation system; and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.
- Require that, prior to building occupancy, an authorized air pollutant consultant or HVAC engineer verify the installation of all necessary measures to reduce cancer risk below 10 chances per million from any source and $PM_{2.5}$ concentrations below 0.3 $\mu g/m^3$.

The air filtration systems described above was evaluated based on a combination of outdoor and indoor exposure. This includes three hours of outdoor exposure to ambient DPM concentrations and 21 hours of indoor exposure to filtered air. In this case, the effective particulate control efficiency using a MERV13 filtration system is approximately 85 percent with no exposure to non-filtered air and 70 percent when accounting for three hours of exposure to non-filtered air. Assuming this level of effectiveness, the measures described above would reduce maximum cancer risk, annual $PM_{2.5}$ concentrations, and HI to below their respective thresholds.

3.4 BIOLOGICAL RESOURCES

3.4.1 Environmental Setting

3.4.1.1 *Regulatory Framework*

Federal

Clean Water Act

Areas meeting the regulatory definition of waters of the United States are subject to the jurisdiction of the U.S. Army Corps of Engineers (USACE) under provisions of Section 404 of the 1972 Clean Water Act (CWA). Construction activities and the placement of fill within jurisdictional waters are regulated by the USACE. No USACE permit will be effective in the absence of state water quality certification pursuant to Section 401 of the Clean Water Act. The State Water Resources Control Board is the state agency (together with the Regional Water Quality Control Boards [RWQCBs]) charged with implementing water quality certification in California. Many wetlands fall into RWQCB jurisdiction, including some wetlands that are not subject to federal USACE jurisdiction. RWQCB jurisdiction of other waters, such as streams and lakes, extends to all areas below the ordinary high water mark.

Rivers and Harbors Appropriation Act of 1899

Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) prohibits the unauthorized obstruction or alteration of any navigable water of the United States. This section provides that the construction of any structure in or over any navigable water of the United States, or the accomplishment of any other work affecting the course, location, condition, or physical capacity of such waters is unlawful unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of the Army. The Secretary's approval authority has since been delegated to the Chief of Engineers.[13]

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) protects federally listed wildlife species from harm or *take*, which is broadly defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." *Take* can also include habitat modification or degradation that directly results in death or injury of a listed wildlife species. An activity can be defined as *take* even if it is unintentional or accidental. Listed plant species are provided less protection than listed wildlife species. Listed plant species are legally protected from take under the FESA only if they occur on federal lands.

Federal Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA), 16 U.S.C. Section 703, prohibits killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of the

[13] U.S. Department of Energy. *33 U.S.C 403: River and Harbors Act of 1899.* https://www.energy.gov/nepa/downloads/33-usc-403-river-and-harbors-act-1899

Interior. The MBTA protects whole birds, parts of birds, and bird eggs and nests; and prohibits the possession of all nests of protected bird species whether they are active or inactive. An active nest is defined as having eggs or young, as described by the Department of the Interior in its April 16, 2003 Migratory Bird Permit Memorandum. Nest starts (nests that are under construction and do not yet contain eggs) are not protected from destruction.

State

California Endangered Species Act

The California Endangered Species Act (CESA; California Fish and Game Code, Chapter 1.5, Sections 2050-2116) prohibits the take of any plant or animal listed or proposed for listing as rare (plants only), threatened, or endangered. In accordance with CESA, the California Department Fish and Wildlife (CDFW) has jurisdiction over state-listed species (Fish and Game Code Section 2070). The CDFW regulates activities that may result in *take* of individuals (i.e., "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill"). Habitat degradation or modification is not expressly included in the definition of *take* under the California Fish and Game Code. The CDFW, however, has interpreted *take* to include the "killing of a member of a species which is the proximate result of habitat modification."

Porter-Cologne Water Quality Control Act

Porter-Cologne broadly defines waters of the state as "any surface water or groundwater, including saline waters, within the boundaries of the state." Because Porter-Cologne applies to any water, whereas the CWA applies only to certain waters, California's jurisdictional reach overlaps and may exceed the boundaries of waters of the U.S. For example, Water Quality Order No. 2004-0004-DWQ states that "shallow" waters of the state include headwaters, wetlands, and riparian areas. Where riparian habitat is not present, such as may be the case at headwaters and urbanized areas, jurisdiction is taken to the top of bank. The SWRCB has recently developed a Preliminary Draft Water Quality Control Policy that addresses numerous policy elements including development of a wetland definition and description of methodology to be used in defining wetlands as part of waters of the state.

California Fish and Game Code

Pursuant to California Fish and Game Code Section 1603, CDFW regulates any project proposed by any person that will "substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds." CDFW Section 1602 requires an entity to notify CDFW of any proposed activity that may modify a river, stream, or lake. If CDFW determines that proposed activities may substantially adversely affect fish and wildlife resources, a Lake and Streambed Alteration Agreement (LSAA) must be prepared. The LSAA sets reasonable conditions necessary to protect fish and wildlife and must comply with CEQA. The applicant may then proceed with the activity in accordance with the final LSAA.

California Native Plant Protection Act

The California Native Plan Protection Act (CNPPA), enacted in 1977, prohibits the import of rare and endangered plants into California, the take of rare and endangered plants, and the sale of rare and endangered plants (the threatened category replaced the rare category when CESA was enacted in 1984). CESA defers to the CNPPA, which ensures that State-listed plans species are protected when State agencies are involved in projects subject to CEQA.

Local

City of Santa Clara Tree Protection Policies

The City of Santa Clara provides tree protection under the City Code (Chapter 12.35), and under the General Plan (Conservation Policies 5.3.1-P10, 5.10.1-P3 and 5.10.1-P4 and Appendix 8.10). These policies detail protections for street trees and preservation of all City-designated heritage trees. The General Plan also requires new development to provide street trees as well as a minimum 2:1 on or off-site replacement for trees removed.

City of Santa Clara 2010-2035 General Plan

Chapter 5 of the City of Santa Clara 2010-2035 General Plan includes the following goals and policies related to the conservation of biological resources:

Policies	Description
5.10.1-G1	The protection of fish, wildlife, and their habitats, including rare and endangered species.
5.10.1-G2	Conservation and restoration of riparian vegetation and habitat.
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 to help increase the urban forest and minimize the heat island effect.
5.10.1-P1	Require environmental review prior to approval of any development with the potential to degrade the habitat of any threatened or endangered species.
5.10.1-P2	Work with the SCVWD and require that new development follow the "Guidelines and Standards for Land Use Near Streams: A Manual of Tools, Standards, and Procedures to Protect Streams and Streamside Resource in Santa Clara County" (SCVWD 2007).
5.10.1-P3	Require preservation of all City-designated heritage trees listed in the Heritage Tree Appendix 8.10 of the General Plan.
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.
5.10.1-P5	Encourage enhancement of land adjacent to creeks in order to foster reinstatement of natural riparian corridors where possible.
5.10.1-P11	Require use of native plants and wildlife-compatible nonnative plants, when feasible, for landscaping on City property.

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

Santa Clara Valley Water Resources Protection Collaborative Guidelines

The Santa Clara Valley Water Resources Protection Collaborative (Water Collaborative) was established in 2002, bringing together the County of Santa Clara, the SCVWD, 15 cities (including the City of Santa Clara), and various other governmental and non-governmental entities to promote stream protection, and to develop a consensus-based, more unified approach to land use and development near streams.[14] The Water Collaborative produced a guidebook in 2006 entitled *GUIDELINES & STANDARDS FOR LAND USE NEAR STREAMS: A Manual of Tools, Standards, and Procedures to Protect Streams and Streamside Resource in Santa Clara County* in 2006. The City Council approved a resolution in 2007 adopting the manual and directing the City Manager to immediately implement the use of these guidelines and standards in the City's entitlement and permitting functions, where applicable.

3.4.1.2 *Existing Conditions*

Environmental Setting

Most of the City of Santa Clara is developed, with few open space areas and little remaining natural habitat. Native habitats in the City have been replaced with urban landscapes accompanied by ornamental landscaping. Landscaped areas can provide some habitat value to common native species, particularly birds and insects. Although some of these areas support native flora and fauna, habitats in the City are generally not representative of the unique environs found throughout the Bay Area. In summary, the biological resources in the City of Santa Clara are limited and constrained by its urbanized character.

The entirety of the Specific Plan area is developed with urban development and ornamental landscaping. There are two waterways within the proposed Specific Plan area, Calabazas Creek and Saratoga Creek. As with all of the creeks that flow through the City, the channels of these creeks have been modified for flood control purposes and there is limited native riparian vegetation along their banks and surrounding areas. The creeks flow from south to north, and both are concrete-lined trapezoidal channels where they run beneath El Camino Real. Despite their disturbed condition due to flood control improvements, the creeks in Santa Clara and their associated riparian corridors provide the primary wildlife movement corridors in the City. The creek corridors offer important movement and foraging habitats for wildlife and support many native species of songbirds, insects, amphibians, and small mammals.

Special Status Species

Special status species are plants and animals listed under the CESA and FESA (including candidate species); plants listed on the California Native Plan Society's Inventory of Rare and Endangered

[14] Valley Water website, https://www.valleywater.org/contractors/doing-businesses-with-the-district/permits-working-valley-water-land-or-easement/water-resources-protection-collaborative'. Accessed 11.27.19.

Vascular Plants of California (1994); and animals designated as Species of Special Concern by the CDFW.

Special status plant and wildlife species are not present in the Plan area, although raptors (birds of prey) and other birds may use the trees on-site for nesting or foraging. Raptors and other migratory birds are protected by the MBTA (16 U.S.C. Section 703, et seq.).

Conservation Plan

The Plan area is not located within an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP) or other approved local, regional, or state habitat conservation plan. The Plan area is not subject to regulation pursuant to the Santa Clara Valley Habitat Plan (Habitat Plan), as the City of Santa Clara is not a permittee covered by the plan. The Habitat Plan, which is both an HCP and NCCP, addresses habitats and species south and east of the City.

Trees

Mature trees (both native and non-native) are valuable to the human environment for the benefits they provide for resisting global climate change (i.e., carbon dioxide absorption), because they provide nesting and foraging habitat for raptors and other migratory birds, and because they are a visual enhancement. Existing trees within the Plan area are a mixture of mainly non-native or not naturally-occurring, planted, and ornamental species. Some of these trees are within street rights-of-way and may be considered street trees. A permit is required for any street tree removal, regardless of size or species.

3.4.2 Impact Discussion

For the purpose of determining the significance of the project's impact on biological resources, would the project:

1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS?
3) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

3.4.2.1 *Project Impacts*

Impact BIO-1:	The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. **(Less than Significant Impact with Mitigation Incorporated)**

Because the proposed Plan area is developed and contains very little remaining natural habitat, no sensitive habitats are present on-site. No federally listed or candidate plant or animal species occur in the Specific Plan area or in adjacent areas that could be substantially impacted by proposed activities under the Plan. As a result, no impacts to candidate, sensitive, or special status species would occur under the project. The proposed project would not impact special status plant or animal (non-avian) species.

While the Plan area is located within an urban environment, the mature trees on-site and adjacent to the Plan area could provide nesting and/or foraging habitat for raptors and migratory birds. Migratory birds, like nesting raptors, are protected under provisions of the Migratory Bird Treaty Act and California Department of Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines "taking" as causing abandonment and/or loss of reproductive efforts through disturbance. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact.

Impact BIO-1: Construction activities associated with future development within the project area could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment. **(Significant Impact)**

Mitigation Measures: The following mitigation measures would be implemented during all demolition and construction activities to avoid abandonment of raptor and other protected migratory bird nests:

MM BIO-1.1: Construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February through August.

MM BIO-1.2: If it is not possible to schedule demolition and construction between September and January, pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests would be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the ornithologist would inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests. If an active nest is found

sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with the California Department of Fish and Wildlife, would determine the extent of a construction-free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests would not be disturbed during project construction.

Implementation of the identified mitigation measures would reduce construction impacts to migratory birds to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

Impact BIO-2:	The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS. **(Less than Significant Impact)**

The area within the proposed Specific Plan is almost entirely developed, with the exception of the creek corridor crossings. The Plan area is not located near any wetlands and would not affect any federally protected wetlands. As previously described, the creek corridors have limited riparian habitat value, although they do function as wildlife movement corridors. Future development near the creeks allowed under the proposed Specific Plan has the potential to impact any existing riparian habitat along the creek corridors. However, the City's implementation of the Water Collaborative's *Guidelines and Standards for Land Uses Near Streams* during entitlement and permitting processes, as required by City Council resolution, will minimize the potential for sensitive habitat impacts to a less than significant level.

The *Vision and Framework* chapter of the Plan (Chapter 2) states that Calabazas and Saratoga Creeks should become attractive, accessible, and recreationally valuable trail amenities that connect El Camino Real to larger public open spaces just outside the corridor. The Plan designates both creek corridors as locations for future Class I bicycle trails to implement this objective, however, conformance with the applicable provisions of the *Guidelines and Standards for Land Uses Near Streams* in the location and design of the bicycle trails would reduce potential noise, light, or other impacts to riparian habitat along the creek corridors. **(Less than Significant Impact)**

Impact BIO-3:	The project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. **(No Impact)**

The Plan area does not include and is not located near any state or federally protected wetlands. **(No Impact)**

Impact BIO-4:	The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. **(Less than Significant Impact)**

As previously discussed, the creeks that flow through the City provide the primary wildlife movement corridors, and therefore future development near the creeks allowed under the proposed Specific Plan has the potential to disrupt or disturb wildlife movements along the creek corridors. However, the City's implementation of the Water Collaborative's *Guidelines and Standards for Land Uses Near Streams* will minimize the potential for impacts to fish and wildlife movement to a less than significant level by providing protection of riparian habitat through land use restrictions, provision of buffer zones, and design standards for proposed development in these areas. **(Less than Significant Impact)**

Impact BIO-5:	The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **(Less than Significant Impact with Mitigation Incorporated)**

Implementation of projects under the proposed Specific Plan would potentially remove numerous trees that occur throughout the individual development parcels. Existing trees throughout the developed portions of the Plan area are a mixture of mainly non-native or not naturally-occurring, planted, ornamental species. Some of these trees are adjacent to City streets and thus may be considered street trees. A permit is required for any street tree removal, regardless of size or species. The General Plan also requires replacement of trees removed as part of a proposed development project. The removal of trees would not have a significant impact on wildlife because the trees are mostly landscape and non-native species that are not regionally limited. Given the substantial number of trees that would be removed by development proposed under the Specific Plan, impacts to mature trees from the Specific Plan would be significant.

Impact BIO-5: Tree removal from redevelopment of individual parcels under the Specific Plan would result in a significant impact to mature trees. **(Significant Impact)**

Mitigation Measures: The following mitigation measures would minimize impacts from tree removals to a less than significant level:

MM BIO-5.1: Projects proposing or required to retain trees on-site shall implement precautionary measures during site construction to limit adverse environmental effects on trees protected under General Plan Policies 5.10.1-P3 and P4 that are to be retained. A tree protection plan shall be prepared by a qualified arborist that, at a minimum, requires installation of an open material (e.g., chain link) fence six feet in height around the drip line and maintenance of the existing grade level around a tree and out to its drip line.

MM BIO-5.2: Project proponents under the Specific Plan will comply with the City Code and submit permit applications for removal of all trees covered by the City's

tree ordinance. Any street trees or heritage trees to be removed would require replacement on-site or off-site at a minimum 2:1 ratio per General Plan Policy 5.3.1-P10. To the extent feasible, the replacement trees will be planted on-site and the project proponent will comply with all other tree removal requirements imposed by the City.

With the implementation of mitigation measures MM BIO-5.1 and MM BIO-5.2, impacts to mature trees would be reduced to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

Impact BIO-6:	The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(No Impact)**

The proposed Specific Plan area is not subject to the provisions of any adopted HCP, NCCP or other approved local, regional, or state habitat conservation plan. The City of Santa Clara is not a participant in the Habitat Plan. **(No Impact)**

3.4.2.2 *Cumulative Impacts*

Impact BIO-C:	The project would not result in a cumulatively considerable contribution to a significant biological resources impact. **(Less than Significant Cumulative Impact)**

The cumulative impact on biological resources resulting from development under the El Camino Real Specific Plan in combination with other projects in the larger region would be dependent on the relative magnitude of adverse effects of these projects on biological resources compared to the relative benefit of impact avoidance and minimization efforts prescribed by planning documents, CEQA mitigation measures, and permit requirements for each project; and compensatory mitigation and proactive conservation measures associated with each project. In the absence of such avoidance, minimization, compensatory mitigation, and conservation measures, cumulatively significant impacts on biological resources would occur. However, the Santa Clara General Plan contains conservation measures that would benefit biological resources, as well as measures to avoid, minimize, and mitigate impacts on these resources. Projects in the region that would impact resources similar to those impacted by development under the proposed Specific Plan, and located within participating agency jurisdictions, would be covered activities under the Santa Clara Valley Habitat Conservation Plan and will mitigate impacts on sensitive habitats and many special-status species through that program, which will require payment of fees for habitat restoration. Thus, provided that this Specific Plan incorporates the mitigation measures identified in this EIR, the implementation of the El Camino Real Specific Plan would not contribute to substantial cumulative effects on biological resources. **(Less than Significant Cumulative Impact)**

3.5 CULTURAL RESOURCES

The following discussion is based in part on a cultural resources literature search and report completed by *Albion Environmental, Inc.* in March 2020. A copy of this report on file at the City of Santa Clara.

3.5.1 Environmental Setting

3.5.1.1 *Regulatory Framework*

Federal

National Register of Historic Places

The National Register of Historic Places (NRHP), established under the National Historic Preservation Act, is a comprehensive inventory of known historic resources throughout the United States. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects and districts that possess historic, architectural, engineering, archaeological or cultural significance. For a resource to be eligible for listing, it also must retain integrity of those features necessary to convey its significance in terms of 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association. CEQA requires evaluation of project effects on properties that are listed in or eligible for listing in the National Register.

State

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is a guide to cultural resources that must be considered when a government agency undertakes a discretionary action subject to CEQA. The CRHR aids government agencies in identifying, evaluating, and protecting California's historical resources, and indicates which properties are to be protected from substantial adverse change (Public Resources Code, Section 5024.1(a)). The CRHR is administered through the State Office of Historic Preservation (SHPO), which is part of the California State Parks system. A historic resource listed in, or formally determined to be eligible for listing in, the National Register is, by definition, included in the California Register (Public Resources Code Section 5024.1(d)(1)).[15]

State Regulations Regarding Cultural and Paleontological Resources

Archaeological, paleontological, and historical sites are protected by a number of state policies and regulations under the California Public Resources Code, California Code of Regulations (Title 14 Section 1427), and California Health and Safety Code. California Public Resources Code Sections 5097.9-5097.991 require notification of discoveries of Native American remains and provides for the treatment and disposition of human remains and associated grave goods.

Assembly Bill 52 – Tribal Cultural Resources

A tribal cultural resource can be a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to

[15] Refer to Public Resources Code Section 5024.1(d)(1)

a California Native American tribe. It also must be either on or eligible for the CRHR, or a local historic register; otherwise, the lead agency, at its discretion and supported by substantial evidence may choose to treat the resource as a significant tribal cultural resource. Assembly Bill 52 (AB 52), which amended the Public Resources Code, requires lead agencies to participate in formal consultations with California Native American tribes during the CEQA process, if requested by any tribe, to identify tribal cultural resources that may be subject to significant impacts by a project. Where a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document must discuss the impact and whether feasible alternatives or mitigation measures could avoid or substantially lessen the impact. Consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or when it is concluded that mutual agreement cannot be reached. (Tribal Cultural Resources are described in more detail in Chapter 3.18)

Senate Bill 18

The intent of Senate Bill 18 (SB 18), which came into effect in 2005, is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process.

Local

Santa Clara County Code

Both state law and the Santa Clara County Code (Sections B6-19 and B6-20) require that the Santa Clara County Coroner be notified if cultural remains are found on a site. If the Coroner determines the remains are those of Native Americans, the Native American Heritage Commission and a "most likely descendant" must also be notified.

City of Santa Clara 2010 – 2035 General Plan

The City of Santa Clara 2010 – 2035 General Plan includes policies and programs to protect the City's cultural resources. The policies applicable to cultural resources and the project include, but are not limited to, the following listed below.

Policies	Description
5.6.3-P1	Require that new development avoid or reduce potential impacts to archaeological, paleontological and cultural resources.
5.6.3-P2	Encourage salvage and preservation of scientifically valuable paleontological or archaeological materials.
5.6.3-P4	Require that a qualified paleontologist/archaeologist monitor all grading and/or excavation if there is a potential to affect archeological or paleontological resources, including sites within 500 feet of natural water courses and the Old Quad neighborhood.

Policies	Description
5.6.3-P5	In the event that archeological/paleontological resources are discovered, require that work be suspended until the significance of the find and recommended actions are determined by a qualified archeologist/paleontologist.
5.6.3-P6	In the event that human remains are discovered, work with the appropriate Native American representative and follow the procedures set forth in State Law

Santa Clara Criteria for Local Significance

The Criteria for Local Significance were adopted on April 20, 2004, by the Santa Clara City Council. Any building, site, or property in the City that is 50 years old or older and meets certain criteria of architectural, cultural, historical, geographical or archeological significance is potentially eligible for listing as a historic resource on the City's local register.

3.5.1.2 *Existing Conditions*

Historic Resources

The City of Santa Clara has figured prominently in the major historical and cultural periods that have shaped the region: Spanish explorations and colonization beginning in the year 1769, subsequent Mexican rule after 1822, and annexation to the United States and statehood in 1850.

Albion Environmental, Inc. conducted a records search at the Northwest Information Center (NWIC) of the California Historical Resources Information System, located at Sonoma State University. As part of the NWIC records search, Albion consulted the sources described below to determine whether cultural resources are recorded within or near the project area.

California Inventory of Historic Resources

The California Inventory of Historic Resources is managed by the State of California Department of Parks and Recreation. The inventory lists two historic resources within ¼ mile of the project area:

- Armistice Oak Tree, El Camino Real and Lincoln Street, Santa Clara (California Landmark #260)
- Morse Mansion, 981 Fremont Street, Santa Clara

Historic Property Data File for Santa Clara County

The Historic Property Data file for Santa Clara County is managed by the State Office of Historic Preservation, including the CRHR and NRHP, California Historical Landmarks, and California Points of Historical Interest. The data file indicates that two properties are located within a 1/4-mile radius of the project area. One property was identified in a reconnaissance level survey and is not eligible for listing or designation:

- 1360 Madison Street, Santa Clara - Greek revival cottage built in 1880.

One property was identified in a reconnaissance level survey and is listed in the NRHP and CRHR:

- Morse Mansion, 981 Fremont Street – built in 1892.

Historic Maps

Albion also conducted an online search of historic maps and aerials and found information pertinent to the project area from the following:

- 1866 General Land Office (GLO) Map
- 1876 Santa Clara County Atlas Map
- 1879 GLO Map
- 1899 USGS Map of San José
- 1961 USGS Map of San José

Based on the GLO maps, by the mid to late 1800's most of the project area had been subdivided into at least a dozen unique parcels. On the 1876 map, agricultural fields and structures are clearly shown along El Camino Road (known as San Francisco Road at the time), increasing in density toward the eastern edge of the project area. The 1889 map illustrated that extensive development occurred over the next 23 years. Over 40 structures are visible on the map within the project area, and many more within a 1/4-mile radius.

Archaeological Resources

The City of Santa Clara contains a large number of pre-colonial archaeological sites that reflect many thousands of years of Native American land use and residency. In the general area of the proposed Specific Plan, Native American archaeological sites have been recorded on the wide valley terraces within ¼ mile of major rivers and creeks, and along the edge of the historic San Francisco Bay margins and marshlands. Often these resources have been buried by alluvium or fill. After the establishment of Mission Santa Clara in three successive locations, Native Americans also lived near the surrounding areas. The project area is part of the wide valley terrace that is Santa Clara Valley.

The NWIC records search indicated that 21 archaeological studies have been conducted within the project area and 19 studies have been conducted within a ¼-mile radius of the project area. The majority of these studies are surveys and reconnaissance studies with very little subsurface testing.

Cultural Resources

NWIC reports three cultural resources within the project area and 12 within a ¼-mile radius of the project area. Of those found in the project area, one is listed as a historic structure (Western Motel sign), one is a historic battle site landmark (1847 Battle of Santa Clara), and one is a pre-colonial and historic subsurface deposit.

Resources Within the Project Area

The Western Motel sign was constructed with the existing motel (2250 El Camino Real) in 1953, and is the shape of a large branching cactus bearing a rustic "wooden" sign that reads "Western" in

cursive script and “Motel” in block lettering. Smaller signs placed below read “AC”, “HEATED POOL”, “TV”, and “NO/VACANCY”. The sign is constructed of metal, and all of the lettering is lit by neon tubes. A smaller version of the sign, constructed of wood, is located at the entrance to the motel parking lot. The Western Motel signs are not currently listed on either the CRHR or the NRHR.[16]

The battle site landmark is a California State Landmark (No. 260) that commemorates the signing of a treaty following the Battle of Santa Clara, one of several skirmishes between United States citizens and Mexican-Californian ranchers in January 1847.

The pre-colonial and historic subsurface deposit is a subsurface deposit identified under a recorded historic structure. It has been characterized as a privy or dump and contained turn of the century historic-era, mission period, and precolonial artifacts (mission roof tile, ceramics, cut bone, fire cracked rock, and faunal bone and shell). Given the historic-era elements, it is important to note that Mission Santa Clara is located just beyond the ¼ mile radius of the eastern end of project area.

Resources Within ¼-Mile of the Project Area

The resources within the ¼-mile radius of the project area include 10 historic-era buildings and two pre-colonial sites with associated habitation debris and Native American burials. The two precolonial sites each contain at least one burial, habitation debris, and midden soils. Native American archaeological sites have been recorded in this area of Santa Clara, within a quarter mile of major rivers and creeks; many of which were buried by alluvium or fill. Albion’s background research conducted for the current study suggests that, due to past dynamic geological processes, the project study area holds moderate potential to contain buried archaeological deposits in Holocene Alluvial landforms (Far Western Anthropological Research Group 2018).

3.5.2 Impact Discussion

For the purpose of determining the significance of the project’s impact on cultural resources, would the project:

1) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?
2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?
3) Disturb any human remains, including those interred outside of dedicated cemeteries?

[16] California Department of Parks and Recreation, PRIMARY RECORD. Western Motel Sign. 1979.

3.5.2.1 *Project Impacts*

Impact CUL-1:	The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact)**

The Specific Plan area contains no properties or sites listed on the NRHP, CRHR, or the City's Historical Properties list.[17] Although there were no known buildings reported in the research completed for this EIR, eligible structures may exist within the Plan area. Future development under the Specific Plan could, therefore, result in a significant impact to historic resources. The following Condition of Approval would reduce potential impacts to a less than significant level.

Condition of Approval: For any future project development site within the El Camino Real Specific Plan, the project applicant shall prepare the appropriate California Department of Parks and Recreation 523 Forms (DPR Forms) for any building or structure that is 50 or more years old for the purpose of establishing eligibility as a California Historical Landmark or for the CRHR.

With the implementation of this condition of approval, impacts to potential historic resources within the Plan area would be less than significant. **(Less than Significant Impact)**

Impact CUL-2:	The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact with Mitigation Incorporated)**

The project site has a low to moderate sensitivity to contain historic-era archaeological deposits potentially associated with mission-period structures and those developed in the late 19th and early 20th century, with increasing sensitivity toward the eastern end of the project site. The project site is also moderately sensitive to contain pre-colonial resources, with sensitivity increasing along waterways such as Saratoga Creek, which passes through the project site. Based on the findings from the cultural resources report, the majority of the future development within the project site would not cause an adverse effect to historical resources. However, because of the large size of the project area, the lack of extensive subsurface studies, and unknown project impacts, the report recommends that two additional studies - a geoarchaeological buried sensitivity assessment (archaeological analysis of core samples taken) and a project-specific Archaeological Monitoring Plan - be prepared. These studies should be focused on two subsets of the project area that may have higher sensitivity given their proximity to known resources. Because two precolonial sites with burials have been identified within 1,000 feet of the project site, the report suggests that a geoarchaeological study be conducted along the Saratoga Creek vicinity to assess the potential of buried Holocene deposits common to the region. Such a study would also assist in the development of an archaeological monitoring plan.

[17] City of Santa Clara Historic Properties List. City of Santa Clara: Historic Properties website. https://www.arcgis.com/apps/MapTour/index.html?appid=c3261a39356546e38ec3445f953fbe1b Accessed 3.11.20.

Impact CUL-2: Redevelopment of the Specific Plan area could result in impacts to unknown buried archaeological resources and human remains. **(Significant Impact)**

Mitigation Measures: The following mitigation measures would reduce impacts to subsurface cultural resources from construction activities conducted within the Specific Plan area:

MM CUL-2.1: Prior to the issuance of any grading permit in the vicinity of Saratoga Creek well as the eastern end of the Project area (to the east of Pierce Street and South of El Camino Real), a geoarchaeological buried sensitivity assessment and a project-specific Archaeological Monitoring Plan shall be developed, to the satisfaction of the Community Development Director, and implemented to guide the project should any significant archaeological deposits be uncovered during construction. The Archaeological Monitoring Plan shall provide detailed guidance for how impact areas should be methodically excavated under the direct supervision of a qualified archaeologist. A qualified archaeologist and a representative from the local Native American community shall monitor all initial ground-disturbing activities associated with these two areas of potential sensitivity.

MM CUL-2.2: For all proposed development sites within the Specific Plan area, a qualified archaeologist shall monitor the demolition of the building foundations and any other below surface disturbances, such as but not limited to, grading, excavation, roadway improvements, potholing for utilities, utility removal, and addressing storm drain issues. After demolition activities and surface improvements are removed for projects involving excavation, and prior to other construction activities, mechanical presence/absence exploration will be completed to a depth ranging from 6.5 to 10 feet below the ground surface. Presence/absence efforts shall be conducted by a qualified local archaeologist. If any cultural resources are identified, all activity in the vicinity of such resources shall stop until a research design and treatment plan is prepared to address those types of resources encountered and such plan is approved by the City. Any cultural resources identified shall be evaluated to determine if these resources would qualify for the NRHP or CRHR. If no resources are found during presence/absence testing, the implementation of mitigation measures, MM CUL-1.3 and MM CUL-1.4, would ensure any resources discovered during construction are adequately protected.

MM CUL-2.3: In the event that buried, or previously unrecognized archaeological deposits or materials of any kind are inadvertently exposed during any construction activity, work within 50 feet of the find shall cease until a qualified archaeologist can assess the find and provide recommendations for further treatment, if warranted. Preservation in place is the preferred treatment of an archeological resource. When preservation in place of an archeological resource is not feasible, data recovery, in accord with a data recovery plan prepared and adopted by the City, is the appropriate mitigation. Construction and potential impacts to the area within a radius determined by the archaeologist shall not recommence until the assessment is complete.

MM CUL-2.4: In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) immediately. Once 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 CEQA Guidelines.

Implementation of the above mitigation measures would avoid and/or reduce significant impacts to unknown buried archaeological resources to a less than significant level by monitoring for resources during demolition activities, completing presence/absence exploration, and following procedures to protect resources (if found). **(Less than Significant Impact with Mitigation Incorporated)**

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

The implementation of Mitigation Measures CUL-1.1 through 1.4, described above, would result in less than significant impacts to human remains interred outside of dedicated cemeteries. **(Less than Significant Impact with Mitigation Incorporated)**

3.5.2.2 *Cumulative Impacts*

Impact CUL-C:	The project would not result in a cumulatively considerable contribution to a significant cultural resources impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

The geographic area for cumulative impacts to cultural resources for the Specific Plan is the immediate area. The development of cumulative projects in proximity to the Plan area, in conjunction with the implementation of the El Camino Real Specific Plan, could significantly impact historic resources as well as unknown buried archaeological resources. Implementation of the condition of approval described above and mitigation measures CUL-1.1 to -1.4 would ensure impacts to cultural resources would be less than significant.

The cumulative projects are all subject to CEQA and are required to comply with the federal, state, and local regulations put in place to protect cultural resources (refer to Section 3.5.1.1, *Regulatory Framework*). For this reason, the cumulative projects (including the proposed Specific Plan with the implementation of the mitigation measures identified above and in conformance with applicable General Plan policies) would not result in a significant impact to cultural resources. **(Less than Significant Impact with Mitigation Incorporated)**

3.6 ENERGY

3.6.1 Environmental Setting

3.6.1.1 *Background Information*

Energy consumption is analyzed in an EIR because of the environmental impacts associated with its production and usage. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emissions of pollutants during both the production and consumption phases of energy use.

Energy usage is typically quantified using British thermal units (Btu)[18]. As points of reference, the approximate amount of energy provided by a gallon of gasoline, a cubic foot of natural gas, and a kilowatt hour (kWh) of electricity is 123,000 Btu, 1,000 Btu, and 3,400 Btu, respectively. Utility providers measure gas usage in therms. One therm is approximately equal to 100,000 Btu.

Electrical energy is expressed in units of kilowatts (kW) and kilowatt hour (kWh). One kW, a measurement of power (energy used over time), equals one thousand joules per second. A kWh is a measurement of energy. If run for one hour, a 1,000 watt (one kW) hair dryer would use one kWh of electrical energy. Other measurements of electrical energy include the megawatt (1,000 kW) and the gigawatt (1,000,000 kW).

3.6.1.2 *Regulatory Framework*

Federal and State

Energy Star and Fuel Efficiency

At the federal level, energy standards set by the EPA apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. In 2008, Executive Order S-14-08 was signed into law, requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a

[18] A Btu is the amount of energy that is required to raise the temperature of one pound of water by one degree Fahrenheit.

legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years, and the 2019 Title 24 updates were published July 1, 2019, with an effective date of January 1, 2020.[19] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[20]

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. The most recent update to CALGreen went into effect on January 1, 2017, and covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.[21]

Local

City of Santa Clara 2010 – 2035 General Plan

General Plan policies applicable to energy include, but are not limited to, the following listed below.

Policies	Description
5.10.2-P1	Support alternative transportation modes and efficient parking mechanisms to improve air quality.
5.10.2-P2	Encourage development patterns that reduce vehicle miles traveled and air pollution.
5.10.3-P1	Promote the use of renewable energy resources, conservation and recycling programs.
5.10.3-P2	Transition away from using coal as an energy source to renewable resources by replacing coal in Silicon Valley Power's portfolio, exploring City owned property for renewable energy projects, developing solar projects, and incentivizing solar projects for residents and businesses, consistent with the CAP.
5.10.3-P3	Maximize the efficient use of energy throughout the community by achieving adopted electricity efficiency targets and promoting natural gas efficiency, consistent with the CAP.
5.10.3-P4	Encourage new development to incorporate sustainable building design, site planning and construction, including encouraging solar opportunities.

[19] California Building Standards Commission. "Welcome to the California Building Standards Commission." Accessed October 30, 2019. http://www.bsc.ca.gov/.
[20] California Energy Commission (CEC). "2016 Building Energy Efficiency Standards." Accessed February 6, 2018. http://www.energy.ca.gov/title24/2016standards/index.html.
[21] California Air Resources Board. "The Advanced Clean Cars Program." Accessed April 6, 2018. https://www.arb.ca.gov/msprog/acc/acc.htm.

Policies	Description
5.10.3-P5	Reduce energy consumption through sustainable construction practices, materials, and recycling.
5.10.3-P6	Promote sustainable buildings and land planning for all new development, including programs that reduce energy and water consumption in new development.
5.8.1-P4	Expand transportation options that improve alternate modes that reduce GHG emissions.

Santa Clara Construction and Demolition Debris Recycling Program

The City of Santa Clara requires applicants seeking building or demolition permits for projects greater than 5,000 square feet to recycle at least 50 percent of discards. Applicants may also meet the City's recycling requirement by reprocessing and reusing construction materials on-site or salvaging material, such as wood or fixtures for reuse.

3.6.1.3 *Existing Conditions*

Total energy usage in California was approximately 7,881 trillion British thermal units (Btu) in the year 2017, the most recent year for which this data was available.[22] Out of the 50 states, California is ranked second in total energy consumption and 48th in energy consumption per capita. The breakdown by sector was approximately 18 percent (1,416 trillion Btu) for residential uses, 19 percent (1,473 trillion Btu) for commercial uses, 23 percent (1,818 trillion Btu) for industrial uses, and 40 percent (3,175 trillion Btu) for transportation. This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

Electricity

Electricity in Santa Clara County in 2018 was consumed primarily by the commercial sector (77 percent), followed by the residential sector consuming 23 percent.[23]

Silicon Valley Power (SVP) is the City of Santa Clara's energy utility and would provide electricity service to the project site. Starting in January 2018, SVP provides residential customers with carbon-free power as their standard, default power supply. This means the power generation produces no net carbon emissions. For commercial customers, SVP offers several options for participation in green energy programs, including a carbon-free energy option.[24]

Natural Gas

PG&E provides natural gas services within the City of Santa Clara. In 2018, approximately one percent of California's natural gas supply came from in-state production, while the remaining supply was imported from other western states and Canada.[25] In 2018, residential and commercial customers in California used 34 percent of the state's natural gas, power plants used 35 percent, the industrial sector used 21 percent, and other uses used 10 percent. Transportation accounted for one percent of

[22] United States Energy Information Administration. "State Profile and Energy Estimates, 2017." Accessed March 27, 2020. https://www.eia.gov/state/?sid=CA#tabs-2.

[24] Silicon Valley Power. "Did you Know." Accessed March 27, 2020. http://www.siliconvalleypower.com/.
[25] California Gas and Electric Utilities. 2019 *California Gas Report.* Accessed March 25, 2020. https://www.socalgas.com/regulatory/documents/cgr/2019_CGR_Supplement_7-1-19.pdf.

natural gas use in California. In 2018, Santa Clara County used approximately 3.5 percent of the state's total consumption of natural gas.[26]

Fuel for Motor Vehicles

In 2017, 15 billion gallons of gasoline were sold in California.[27] The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles) in the United States has steadily increased from about 13.1 miles per gallon (mpg) in the mid-1970s to 24.9 mpg in 2018.[28] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was subsequently revised to apply to cars and light trucks model years 2011 through 2020. [29,30]

Existing Development

The electricity and natural gas used by existing development throughout the Plan area is estimated below in Table 3.6-1.

Table 3.6-1: Estimated Annual Energy Use of Existing Development[1]

Development	Electricity Use (kWh)[2]	Natural Gas Use (kBtu)
Apartments Mid-Rise – 2,500 units	10,320,900	21,598,600
Strip Mall – 2,265,000 square feet	24,212,900	5,368,050
Total:	**34,533,800**	**26,966,650**

Notes: [1] Illingworth & Rodkin, Inc. *El Camino Real Specific Plan Air Quality and Greenhouse Gas Assessment.* August 25, 2020.
[2] Electricity use estimates based on CalEEMod, using default energy usage assumptions for the given development land uses.

As shown in the table above, the existing development in the Plan area uses approximately 35 GWh of electricity per year and 27 million kBtu of natural gas per year. According to the transportation analysis (refer to Appendix D), the existing land uses generate approximately 133,000 VMT per day. Assuming a fuel efficiency of 24.9 mpg, transportation energy usage amounts to 5,341 gallons of gasoline per day.

[26] California Energy Commission. "Natural Gas Consumption by County." Accessed March 25, 2020. http://ecdms.energy.ca.gov/gasbycounty.aspx.
[27] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed March 25, 2020. http://www.cdtfa.ca.gov/taxes-and-fees/MVF_10_Year_Report.pdf.
[28] United States Environmental Protection Agency. "The 2018 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." March 2019.
[29] United States Department of Energy. *Energy Independence & Security Act of 2007.* Accessed March 25, 2020. http://www.afdc.energy.gov/laws/eisa.
[30] Public Law 110–140—December 19, 2007. *Energy Independence & Security Act of 2007.* Accessed March 25, 2020. http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf.

3.6.2 Impact Discussion

For the purpose of determining the significance of the project's impact on energy, would the project:

1) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?
2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

3.6.2.1 *Project Impacts*

Impact EN-1:	The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation. **(Less than Significant Impact)**

Energy would be consumed during both the construction and operational phases of development for the proposed Specific Plan. It is the intent of the Specific Plan to reduce energy use below Title 24 standards and adhere to the City's Climate Action Plan. The proposed Specific Plan encourages development projects to incorporate various energy efficiency measures, including the following:

- New development shall achieve the mandatory elements of CALGreen as required by State law, but should seek opportunities to exceed, pursue, and achieve CALGreen Tier 1 or 2. Green building certification such as LEED for Building Design and Construction (LEED-BD+C) or GreenPoint Rated is also encouraged for new development.
- All new buildings shall be built with solar-ready electrical systems/hardware and provided with adequate roof surface area for these systems.
- New development shall integrate stormwater catchment and treatment systems into its site and buildings.
- Sustainable design features such as photovoltaic generate and passive solar water heating are encouraged.
- Solar reflective roofing and green roofs are encouraged to reduce overall building energy needs and manage stormwater runoff.
- All projects should strive to minimize the heat island effect, including strategies such as green roofs, high-reflective roof and paving materials, cool exterior siding, and vegetation shading over paved areas.
- New construction is encouraged to use on-site greywater systems to facilitate indoor water capture and reuse.
- Buildings are encouraged to reuse collected rainwater.
- District systems should be explored and are encouraged for stormwater management, sewer treatment, grey water reuse, energy generated, and shared heating/cooling.

Construction

Development under the proposed Specific Plan would require energy for the manufacture and transportation of building materials, preparation of the project site (e.g., grading), fuel use for worker

travel and construction equipment, and the actual construction of the buildings and infrastructure. Details of construction on each individual development site are not currently known and, therefore, were not quantified. Depending on the size of the proposed development, it is anticipated that each project proposed under the Specific Plan would take one to two years to complete from demolition through construction. Grading and excavation for individual projects could take approximately six months and project construction could take 18 months to complete.

As discussed in Section 3.3 Air Quality, development under the proposed Specific Plan would be required to comply with BAAQMD standard measures and mitigation measures MM AIR-1.1 and -1.2 which would minimize idling times of construction equipment, require properly maintaining construction equipment, and/or mandate use of electrified or alternatively-fueled construction equipment. Prior to any construction within the Plan area, individual projects would complete a community health risk assessment of construction emissions (MM AIR-1.1). Construction contractors may be required to limit the hours of operation of diesel-powered equipment and use equipment certified to meet U.S. EPA emissions standards which would further reduce the construction period energy use of projects proposed under the Specific Plan. In addition, development under the proposed Specific Plan shall comply with the City's Construction and Demolition Debris Recycling Program. For these reasons, future construction on individual project sites within the Plan area would not use fuel or energy in a wasteful manner.

Operation

Development under the proposed Specific Plan would consume energy for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Operational energy would also be consumed during each vehicle trip generated by future residents, employees, and customers. The planned uses would replace existing industrial and commercial office buildings constructed in the last four decades. The Specific Plan would allow development of modern buildings subject to current building codes which require greater energy efficiency (Title 24) than when the existing development in the Plan area was constructed. Estimates of the operational energy use following full build out of the Specific Plan is shown below in Table 3.6-2.

Table 3.6-2: Estimated Annual Energy Use of Proposed Development[1,2]

Development	Electricity Use (kWh)[3]	Natural Gas Use (kBtu)
Apartments Mid-Rise – 8,700 units	35,916,600	75,163,200
Strip Mall – 1,870,000 square feet	19,990,300	4,431,900
Total:	**55,906,900**	**79,595,100**

Notes: [1] Illingworth & Rodkin, Inc. *El Camino Real Specific Plan Air Quality and Greenhouse Gas Assessment.* August 25, 2020.
[2] Includes existing land uses.
[3] Electricity use estimates based on CalEEMod, using default energy usage assumptions for the given development land uses.

It is estimated that the proposed Specific Plan would use approximately 56 GWh of electricity and 80 million kBtu of natural gas per year at full build out (as early as 2030).[31] This amounts to a net

[31] Illingworth & Rodkin, Inc. *El Camino Real Specific Plan Air Quality and Greenhouse Gas Assessment*. August 25, 2020. Attachment 1.

annual increase of approximately 21 GWh of electricity and 53 million kBtu of natural gas when compared to existing conditions. To accommodate the future electricity demand for the Specific Plan area, SVP predicts that expansion and reinforcement of existing SVP facilities, including the Homestead, Brokaw and Zeno Substations, will be required. In addition, off-site electrical infrastructure for utility power distribution would be required to bring sufficient power to the Specific Plan area. Electrical infrastructure would be required on both sides of and crossing El Camino Real. A detailed SVP electric planning study would be required.[32]

As described in *Section 3.17 Transportation,* the proposed project would result in a reduction of 12,657 daily VMT, which would reduce corresponding gasoline usage by approximately 508 gallons per day. Therefore, future development under the Specific Plan would reduce transportation-related energy expenditures while increasing building energy consumption when compared to existing conditions.

The proposed Specific Plan is located in an infill area of the City that provides connectivity to both the Santa Clara and Lawrence Transit stations. Gasoline use from development proposed under the Specific Plan would be reduced given the project's proximity to existing transit, the proposed mix of uses (residential and commercial) and placing residential development near jobs. The Specific Plan would not use fuel or energy in a wasteful manner, given the project features that reduce energy use, including the following:

- Developing an infill site,
- Proposing a mix of uses,
- Proposing high-density residential uses near existing transit,
- Improving sidewalks to create more walkable neighborhoods and ease non-vehicular traffic
- Providing a network of bicycle-friendly streets,
- Promoting a waste reduction program to reduce solid waste disposal,
- Planting trees and natural foliage to reduce the heat island effect,
- Connecting to reclaimed water for landscape irrigation, and
- Providing opportunities for electric vehicle charging points.

For these reasons, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy during operation. **(Less than Significant Impact)**

Impact EN-2:	The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

The proposed Specific Plan is consistent with applicable General Plan policies to reduce energy consumption by developing a high-density mixed-use project near existing transit, proposing site-specific TDM programs as redevelopment occurs per the City's Climate Action Plan, participating in the City's Construction and Demolition Debris Recycling Program, complying with Title 24, and proposing pedestrian, bicycle, and transit improvements (refer to *Section 2.4 Project Description*). **(Less than Significant Impact)**

[32] Silicon Valley Power. Comments received by David J. Powers & Associates for the El Camino Real Specific Plan. April 28, 2020.

Impact EN-C:	The project would not result in a cumulatively considerable contribution to a significant energy impact. **(Less than Significant Cumulative Impact)**

Energy is a cumulative resource. The geographic area for cumulative energy impacts is the State of California. Past, present, and future development projects contribute to the state's energy impacts. The City of Santa Clara has an adopted Climate Action Plan which ensures individual projects incorporate measures to reduce their energy use to less than significant levels. The state appears to have adequate supplies of energy and is implementing state policies intended to reduce energy use and greenhouse gas emissions. Thus, there is no cumulative impact related to wasteful use of energy or adequate supply of energy. Therefore, the project would not contribute towards any significant cumulative energy impact. **(Less than Significant Cumulative Impact)**

3.7 GEOLOGY AND SOILS

3.7.1 Environmental Setting

3.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within an Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 following the 1989 Loma Prieta earthquake. The SHMA directs the California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. CGS has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, landslides, and ground shaking, including the central San Francisco Bay Area. The SHMA requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the seismic hazard is present and identify measures to reduce earthquake-related hazards.

California Building Standards Code

The California Building Standards Code (CBC) prescribes standards for constructing safe buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Public Resources Code Section 5097.5

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These are valued for the information they yield about the history of the earth and its past ecological settings. California Public Resources Code Section 5097.5 specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

Local

City of Santa Clara 2010 – 2035 General Plan

General Plan policies applicable to geology and soils include, but are not limited to, the following:

Policies	Description
5.6.3-P1	Require that new development avoid or reduce potential impacts to archaeological, paleontological and cultural resources.
5.6.3-P5	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.
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.
5.10.5-P6	Require that new development is designed to meet current safety standards and implement appropriate building code to reduce risks associated with geologic conditions.
5.10.5-P7	Implement all recommendations and design solutions identified in project soils reports to reduce potential adverse effects associated with unstable soils or seismic hazards.

City Code

Title 15 of the Santa Clara City Code includes the City's adopted Building and Construction Code. These regulations are based on the CBC and include requirements for building foundations, walls, and seismic resistant design. Requirements for grading and excavation permits and erosion control are included in Chapter 15.15 (Building Code). Requirements for building safety and earthquake reduction hazard are addressed in Chapter 15.55 (Seismic Hazard Identification).

3.7.1.2 *Existing Conditions*

The City of Santa Clara is located within the Santa Clara Valley, which is a broad alluvial plain between the Santa Cruz Mountains to the southwest and west, and the Diablo Range to the northeast. The San Andreas Fault system, including the Monte-Vista-Shannon Fault, exists within the Santa Cruz Mountains and the Hayward and Calaveras Fault systems exist within the Diablo Range.

Seismicity and Seismic Hazards

Seismic Shaking and Fault Rupture

The Specific Plan area is located within the San Francisco Bay Area, which is one of the most seismically active regions in the United States. Strong ground shaking can, therefore, be expected at the Specific Plan area during moderate to severe earthquakes in the region.

The significant earthquakes that occur in the Bay Area are generally associated with crustal movement along well defined, active fault zones of the San Andreas Fault system, which regionally trends in a northwesterly direction. The nearest major active faults to the Specific Plan area include the southeast extension of the Hayward Fault located approximately eight miles east of the Specific Plan area, and the San Andreas Fault located approximately 10 miles west of the Specific Plan area. The Specific Plan area is not, however, located within a currently designated Alquist-Priolo Earthquake Fault Zone or Santa Clara County Fault Hazard Zone.[33] Fault rupture through the Plan area, therefore, is not anticipated.

Liquefaction

Liquefaction is the transformation of water saturated soil from a solid to a liquid state during ground shaking. Soils most susceptible to liquefaction are loose, non-cohesive soils that are saturated and are bedded with poor drainage. The Specific Plan area is within a state-designated Liquefaction Hazard Zone.[34]

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water. Typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of an exposed slope. The Calabasas Creek and Saratoga Creek channels intersect El Camino Real within the Specific Plan area; therefore, there is a potential for lateral spreading to occur within the Specific Plan area. However, Calabasas Creek is an engineered hardened channel in this area, and both creek channels are adjacent to developed residential and commercial sites and do not have exposed slopes. Therefore, they would not be subject to lateral spreading.

Soils and Groundwater

Soils

In Santa Clara, the soil is comprised of clay soils that contain groundwater at shallow depths (less than 25 feet). Based on the United States Department of Agriculture (USDA) Web Soil Survey, underlying soils of the Plan area are Urban Land soils, characterized by a non-homogenous distribution of soil and fill types. On-site soils have moderate to high expansion potential.[35]

[33] Association of Bay Area Governments, Resilience Program. *Bay Area Hazards Map*. 2015. Available at: http://gis.abag.ca.gov/website/Hazards/?hlyr=apZones#nogo2
[34] Ibid.
[35] USDA, Natural Resource Conservation Service. "Web Soil Survey". Accessed February 27, 2020. https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

Landslides occur when the stability of a slope changes from a stable to an unstable condition. The stability of a slope is affected by the following primary factors: inclination, material type, moisture content, orientation of layering, and vegetative cover. In general, steeper slopes are less stable than more gently inclined ones. Due to the generally flat topography of the Plan area, the potential for landslides on-site is low. In addition, the site is not located in a County-designated landslide hazard zone.[36]

Groundwater

Groundwater in the Specific Plan area is estimated at approximately 10 to 25 feet below the ground surface (bgs).[37] Fluctuations in the level of subsurface water can occur due to variations in rainfall, temperature, and other factors.

Paleontological Resources

Paleontological resources are typically encountered at depths greater than 25 feet bgs.[38] The City's General Plan FEIR identified geologic units of Pleistocene age and the Santa Clara Formation as strata with high paleontological sensitivity. Geologic units of Holocene age are not considered sensitive for paleontological resources because biological remains younger than 10,000 years are usually not considered fossils. The Specific Plan area is located in an area containing floodplain, stream channel, alluvial and levee deposits of Holocene age[39]; therefore, it is considered to have a low sensitivity for paleontological resources.

3.7.2 Impact Discussion

For the purpose of determining the significance of the project's impact on geology and soils, would the project:

1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
    - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)?
    - Strong seismic ground shaking?
    - Seismic-related ground failure, including liquefaction?
    - Landslides?
2) Result in substantial soil erosion or the loss of topsoil?
3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

[36] Ibid.
[37] Cornerstone Earth Group. *Screening Level Phase I Environmental Site Assessment – El Camino Real Specific Plan, Santa Clara, California.* January 29, 2020.
[38] Helley, E.J. *Preliminary Contour Map Showing Elevation of Surface of Pleistocene Alluvium under Santa Clara Valley, California.* U.S. Geological Survey Open File Report 90-633. 1990.
[39] Albion Environmental. *Cultural Resources Sensitivity of the City of Santa Clara.* May 2010.

4) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?
6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

3.7.2.1 *Project Impacts*

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

As discussed in *Section 3.7.1.2*, the Plan area is not located within a state-designated Alquist-Priolo Earthquake Fault Zone or a Santa Clara County Fault Hazard Zone. The Plan area is not subject to fault rupture. The site is located in a seismically active region and, therefore, strong ground shaking would be expected during the lifetime of the Specific Plan development. Ground shaking could damage future residences on-site and threaten the welfare of the occupants of Specific Plan developments. The Plan area is also located within a state-designated Liquefaction Hazard Zone. Seismically induced liquefaction could adversely affect future development within the Plan area.

Consistent with the requirements of the City of Santa Clara and existing regulations, future development and improvements under the proposed Specific Plan shall be required as a condition of approval to submit a design-level geotechnical report to the City for review and approval prior to the issuance of building and grading permits. The applicants for specific development projects shall comply with the specific design measures (including measures to address seismicity and seismic hazards, liquefaction, and lateral spreading) of the respective geotechnical reports to ensure building integrity and reduce risk.

Future development, in compliance with existing regulations, would not exacerbate seismicity and seismic hazard conditions such that it would impact (or worsen) off-site conditions. **(Less than Significant Impact)**

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

The Plan area is relatively flat and would not be exposed to landslides hazards. Although the Plan area is relatively flat, construction activities for buildings and public improvements could result in soil erosion or loss of topsoil. As discussed in more detail in *Section 3.10 Hydrology and Water Quality,* future development under the Specific Plan would be required to implement a Storm Water Pollution Prevention Plan (SWPPP) under the National Pollutant Discharge Elimination System

(NPDES) General Construction Permit (for development which would disturb over one acre) and conform with grading and excavation requirements in the City Code to control erosion and sedimentation. With implementation of these measures, future development under the Specific Plan would not result in significant soil erosion or loss of topsoil, nor would future development and improvements exacerbate soil erosion or loss of topsoil such that it would impact (or worsen) off-site conditions. **(Less than Significant Impact)**

Impact GEO-3:	The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. **(Less than Significant Impact)**

As mentioned in *Section 3.7.1.2 Existing Conditions*, the Plan area is located within an identified Liquefaction Hazard Zone and is underlain by soils that have moderate to high potential for expansion. There are no other identified geologic conditions affecting the Plan area in its current state. Future development under the Specific Plan would be required to submit design-level geotechnical reports, which would take into consideration the potential for liquefaction (and other soil conditions) to affect the site and its surroundings. The geotechnical reports would prescribe design features or engineering techniques to reduce the risk posed by existing geologic and soil conditions. The Plan area is located on flat terrain and site development would not be at risk of landslides. For these reasons, the project would not risk exacerbating any geologic or soil conditions in the Plan area. **(Less than Significant Impact)**

Impact GEO-4:	Although some portions of the project site would be located on expansive soil, as defined in the current California Building Code, design features would ensure that the project would not result in substantial direct or indirect risks to life or property. **(Less than Significant Impact)**

Although the Plan area contains soils with a moderate to high potential for expansion, substantial direct or indirect risks to life or property would be avoided by adherence to standard engineering methods described in the CBC and specific design measures recommended in project-specific geotechnical investigations. Specific design measures could include site preparation methods, compaction, trench excavations, foundation and subgrade design, drainage system design, and pavement design. With implementation of the recommendations in design-level geotechnical reports prepared for future developments and conformance to the California Building Code, the project would not expose people or property to significant impacts associated with the soil conditions on-site. **(Less than Significant Impact)**

Impact GEO-5:	The project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. **(No Impact)**

The Plan area is served by the City's sanitary sewer system and implementation of future projects would not involve the use of alternative wastewater disposal systems. **(No Impact)**

Impact GEO-6:	The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. **(Less than Significant Impact with Mitigation Incorporated)**

As described in *Section 3.7.1.2 Existing Conditions*, the Plan area has a low paleontological sensitivity. However, future development under the Specific Plan could include substantial below-grade excavation (to depths greater than 25 feet) and reach older Pleistocene sediments. As such, there is the possibility that future projects could encounter undiscovered paleontological resources during the construction stage. Any disturbance of these resources during construction would constitute a significant impact.

Impact GEO-6: Development proposed under the Specific Plan has the potential to disturb paleontological resources if projects include deep excavations. **(Significant Impact)**

Mitigation Measure: The proposed project shall implement the following mitigation measure for all future projects under the Specific Plan to reduce or avoid impacts to paleontological resources.

MM GEO-6: Projects requiring excavation 25 feet or more bgs would require monitoring by a qualified paleontologist. In the event paleontological resources are discovered all work shall be halted within 50 feet of the find and a Paleontological Resource Mitigation Plan shall be prepared by a qualified paleontologist to address assessment and recovery of the resource. A final report documenting any found resources, their recovery, and disposition shall be prepared in consultation with the Community Development Director and filed with the City and local repository.

With implementation of the mitigation measure described above, future development under the Specific Plan would result in a less than significant impact on paleontological resources. **(Less than Significant Impact with Mitigation Incorporated)**

3.7.2.2 *Cumulative Impacts*

Impact GEO-C:	The project would not result in a cumulatively considerable contribution to a significant geology and soils impact. **(Less than Significant Cumulative Impact)**

Cumulatively, all other projects analyzed in the City and vicinity of the Plan area would be subject to similar geology, soils, and seismicity impacts as the proposed project. All cumulative projects occurring within the City are required to implement conditions of approval and mitigation measures, and ensure consistency with the CBC to avoid impacts related to seismic, geologic, and soils hazards and/or reduce them to a less than significant level.

Adherence to the mitigation measures for discovery of paleontological resources would ensure that these resources are not significantly impacted by the proposed project. Cumulatively, other projects

in the City would also be required to implement similar mitigation measures. For these reasons, the proposed project would not result in significant cumulative geologic and soils impacts. **(Less than Significant Cumulative Impact)**

3.8 GREENHOUSE GAS EMISSIONS

The following discussion is based, in part, on a greenhouse gas assessment prepared for the proposed project by Illingworth & Rodkin, Inc. The report, dated August 25, 2020, is included in this DEIR as Appendix B.

3.8.1 Environmental Setting

3.8.1.1 *Background Information*

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

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

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

3.8.1.2 *Regulatory Framework*

State

Assembly Bill 32

Under the California Global Warming Solutions Act, also known as Assembly Bill (AB) 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

In 2016, Senate Bill (SB) 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of CO_2E ($MMTCO_2e$). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 $MMTCO_2e$.

Senate Bill 375

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035. The per-capita GHG emissions reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2040. Plan Bay Area 2040 establishes a course for reducing per-capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).

Regional

2017 Clean Air Plan

To protect the climate, the 2017 CAP (prepared by BAAQMD) includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing GHG impacts developed by BAAQMD within the CEQA Air Quality Guidelines. The

guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

Local

City of Santa Clara 2010 – 2035 General Plan

General Plan policies applicable to GHGs include, but are not limited to, the following listed below.

Policies	Description
5.3.1-P33	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.
5.8.1-P4	Expand transportation options and improve alternate modes that reduce GHG emissions.
5.10.2-P2	Encourage development patterns that reduce vehicle miles traveled and air pollution.
5.10.2-P4	Encourage measures to reduce greenhouse gas emissions to reach 30 percent below 1990 levels by 2020.

City of Santa Clara Climate Action Plan

The Santa Clara Climate Action Plan (2013 CAP) was adopted December 3, 2013. The 2013 CAP met the criteria for a Qualified GHG Reduction Strategy, established by the CEQA Guidelines, which are supported by BAAQMD. The 2013 CAP includes measures to reduce emissions by 23.4 percent below 2008 levels by 2020 and a series of measures to reduce emissions beyond 2020. The following reduction strategies would apply to the proposed project:

- Achieve City-adopted electricity efficiency targets to reduce community-wide electricity use by 5 percent through incentives, pilot projects, and rebate programs.
- Incentivize and facilitate the installation of six megawatts of customer-owned residential and nonresidential solar photovoltaic projects.
- Meet the water conservation goals presented in the Urban Water Management Plan to reduce per capita water use.
- Work with regional partners to increase solid waste diversion to 80 percent through increased recycling efforts, curbside food waste pickup, and construction and demolition waste programs.
- Support and facilitate a community-wide transition to electric outdoor lawn and garden equipment through outreach, coordination with BAAQMD, and outdoor electrical outlet requirements for new development.
- Require construction projects to comply with BAAQMD best management practices, including alternative-fueled vehicles and equipment.
- Require new development located in the city's transportation districts to implement a TDM program to reduce drive-alone trips.
- Revise parking standards for new multi-family residential and nonresidential development to allow that a minimum of one parking space, and a recommended level of five percent of all new parking spaces, be designated for electric vehicle charging.
- Create a tree-planting standard for new development and conduct a citywide tree inventory every five years to track progress of the requirements.

3.8.1.3 *Existing Conditions*

Unlike emissions of criteria pollutants and TACs, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns.

The Plan Area is currently developed with approximately 2,265,000 square feet of commercial space and office uses and approximately 2,500 residential units. The existing uses generate GHG emissions due to vehicular travel, energy consumption, water use, solid waste disposal and wastewater generation. According to the CalEEMod estimates for existing land uses in 2020, the current development throughout the Plan area generates approximately 16,081 MT of CO_2e per year.

3.8.2 Impact Discussion

For the purpose of determining the significance of the project's impact on greenhouse gas emissions, a greenhouse gas emissions impact is considered significant if the project would:

1) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

3.8.2.1 *BAAQMD Significance Thresholds*

The BAAQMD's CEQA Air Quality Guidelines do not use quantified thresholds for projects that are in a jurisdiction with a qualified GHG reductions plan (i.e., a Climate Action Plan). The plan has to address emissions associated with the period that the project would operate in (e.g., beyond year 2020). For quantified emissions, the guidelines recommended a GHG threshold of 1,100 metric tons or 4.6 metric tons (MT) per capita. These thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. Development of the project would occur beyond 2020, so a threshold that addresses a future target is appropriate. Although BAAQMD has not published a quantified threshold for 2030 yet, this assessment uses a "Substantial Progress" efficiency metric of 2.8 MT CO_2e/year/service population, in accordance with the City's Greenhouse Gas Reduction Program threshold for 2030. This service population threshold is calculated for 2030 based on the GHG reduction goals of EO B-30-15, taking into account the 1990 inventory and the projected 2030 statewide population and employment levels.[40]

[40] Bay Area Air Quality Management District, 2016. *CLE International 12th Annual Super-Conference CEQA Guidelines, Case Law and Policy Update.*

3.8.2.2 *Project Impacts*

Impact GHG-1:	The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. **(Less than Significant Impact)**

Construction Emissions

GHG emissions would occur during future construction projects under the Specific Plan during grading and construction phases, including emissions associated with equipment, vehicles, and manufacturing materials used to construct future projects. The Plan area is comprised of infill sites located within an urbanized area in proximity to construction material suppliers and equipment. This infill location and proximity would help to minimize GHG emissions generated from transport of construction materials and waste associated with the project. There is no reliable method to estimate construction-related emissions associated with the manufacturing of project materials.

As a BMP and in conformance with General Plan Policy 5.10.3-P5, all future projects will be required to participate in the City's Construction and Demolition Debris Recycling Program by recycling or diverting at least 50 percent of materials generated for discard in order to reduce the amount of construction waste going to the landfill.

Neither the City of Santa Clara nor BAAQMD have quantified thresholds for construction-related GHG emissions. Because project construction would be a temporary condition and would not result in a permanent increase in local or regional emissions that would interfere with the implementation of AB 32 or SB 32, the increase in emissions would be less than significant. **(Less than Significant Impact)**

Operational Emissions

Long-term operational GHG emissions would occur from vehicular traffic, energy and water usage, and solid waste disposal. CalEEMod was used to predict GHG emissions from operation of the project, assuming full build out of the Specific Plan. The project land use types and sizes and other project-specific information were input to the model, as is described in Section 3.3 Air Quality. The modeling accounted for aspects of the Specific Plan that would reduce vehicle trip rates and travel lengths, including proximity to transit and employment centers. The total GHG emissions (in MT of CO_2e) were calculated and divided by the service population to determine whether the GHG emissions would be significant. The project service population efficiency rate is based on the number of future residents and future employees. Build out of the Specific Plan is estimated to result in a service population of 17,891 residents and workers.[41] The GHG emissions of existing and proposed uses within the Plan area are shown below in Table 3.8-1.

[41] The existing service population in the Plan Area is estimated to be 3,729 people. Implementation of the Precise Plan would increase the population to 17,891, which amounts to a net increase of 14,162. Population estimates were obtained from the City of Santa Clara Travel Demand Forecasting Model. (Fehr & Peers, 2020)

Table 3.8-1: Operational GHG Emissions (MT of CO_2e)			
Source Category	**Existing Uses in 2020**	**Existing Uses in 2030**	**ECR Specific Plan Build Out in 2030**
Area	132	132	458
Energy Consumption	6,938	5,716	11,183
Mobile	6,635[1]	5,064[1]	8,682[1]
Solid Waste Generation	1,774	1,774	3,000
Water Usage	602	513	1,096
Total	16,081	13,199	24,419
Net Increase in 2030			11,220
Efficiency Metric	4.31[2]	3.54[2]	1.36[3]
2030 Substantial Progress Threshold			2.8 MT CO2e/year/SP

Notes:

[1] Includes Plan area specific VMT.

[2] Based on an estimated population of 3,729 persons.

[3] Based on an estimated population of 17,891 persons.

SP = Service Population

As shown in Table 3.8-1, full build out operation of the proposed Specific Plan would have annual emissions of 1.36 MT of CO_2e per year per service population, which would not exceed the 2030 substantial progress threshold of 2.8 MT of CO_2e per year per service population. Therefore, emissions of GHGs associated with build out of the Specific Plan would result in a less than significant impact. **(Less than Significant Impact)**

Impact GHG-2: The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact)**

As described above under Impact GHG-1, the proposed project would generate GHG emissions at a level below BAAQMD significance thresholds, which were adopted in compliance with statewide GHG reduction goals through 2030. Therefore, the proposed project would not conflict or otherwise interfere with the statewide GHG reduction measures set forth by SB 32. As described in Section 3.8.1.2 Existing Conditions, the City of Santa Clara has an adopted Climate Action Plan. Although the Climate Action Plan has a horizon of 2020, projects in Santa Clara are still subject to the emissions reduction measures and actions contained therein. The proposed project's consistency with the Climate Action Plan is shown below in Table 3.8-2.

Table 3.8-2: Climate Action Plan Consistency	
Applicable Climate Action Plan Measures	**Consistency**
Focus Area 2: Energy Efficiency Programs	
Measure 2.4: Customer-Installed Solar	The Specific Plan would encourage the incorporation of photovoltaic solar panels. Developers would also be encouraged to incorporate solar power, to the degree feasible, and at minimum provide solar ready infrastructure. Future development within the Plan area would be built in accordance with the current Title 24 Building Code, which requires rooftop solar photovoltaic panels for all residential developments under three stories. Therefore, the proposed project is consistent with this measure.
Focus Area 3: Water Conservation	
Measure 3.1: Urban Water Management Plan Targets	New and redevelopment projects under the Specific Plan would include measures to reduce stormwater runoff volume, rate, and pollutants, and direct all stormwater runoff from hardscapes towards treatment areas. Specific Plan development would install and utilize recycled water irrigation and water saving technology, whenever possible. The ECR Specific Plan would support General Plan Policy 5.10.4-P7, which requires the installation of native and low-water-consumption plant species when landscaping new development and public spaces to reduce water usage. All buildings within the Specific Plan would be required to have dual water supply systems with reclaimed water serving toilet/urinal flushing in conformance with the City standards. For these reasons, the project would be consistent with this measure.
Focus Area 4: Waste Reduction	
Measure 4.2: Increased Waste Diversion	Future projects under the Specific Plan would include on-site recycling facilities, implement a construction waste management plan, and meet the waste diversion goals outlined in the California Integrated Waste Management Act and AB 935. Therefore, the project would be consistent with this measure.
Focus Area 5: Off-Road Equipment	
Measure 5.2: Alternative Construction Fuels	Development projects within the Specific Plan would be required to comply with BAAQMD's best management practices to control on-site

Table 3.8-2: Climate Action Plan Consistency	
Applicable Climate Action Plan Measures	**Consistency**
	construction exhaust and fugitive dust (refer to the standard measures and mitigation measures described in Section 3.3 Air Quality).
Focus Area: 6: Transportation and Land Use	
Measure 6.1: Transportation Demand Management Program	New development projects under the Specific Plan would include measures to implement the high-density residential, community mixed-use and regional mixed-use TDM goals, primarily through encouragement of walking, biking, and transit usage while reducing the need to drive for daily needs. Future development would be required to reduce on-site parking and provide enhanced TDM amenities, such as ample bike parking and repair stations, transit fare subsidies, and/or showers consistent with the type of proposed land use(s). Future projects would be reviewed for consistency with the Specific Plan development standards. Therefore, the proposed project would be consistent with this measure.
Measure 6.3: Electric Vehicle Parking	The Specific Plan would encourage the provision of electric vehicle charging stations in parking areas. Electric vehicle parking would be provided in future residential and commercial developments in accordance with the requirements of Title 24 (e.g., 10 percent of total parking spaces in multi-family developments would be electric vehicle spaces). Therefore, the proposed project would be consistent with this measure.
Focus Area 7: Urban Heat Island Effect	
Measure 7.1: Urban Forestry	The Specific Plan would include measures to introduce and provide ample native landscaping, trees, and shrubs to the community along streets, sidewalks, communal areas, trails, and parks, and regularly maintain trees. Future projects would be required to meet the open space requirements set forth in the Specific Plan and Chapter 17.35 of the City Code, thus ensuring that landscaped public and private open spaces are developed in the Plan area. All trees removed during future development would be replaced at a 2:1 ratio, in accordance with General Plan Policy 5.3.1-P10. Therefore, the project would be consistent with this measure.

Table 3.8-2: Climate Action Plan Consistency	
Applicable Climate Action Plan Measures	**Consistency**
Measure 7.2: Urban Cooling	The Specific Plan would include design guidelines for solar building orientation to maximize passive building cooling, and design the landscape with the most effective, broad branching trees and shrubs that provide shade and comfort to communal areas, sidewalks, and trails. Therefore, the project would be consistent with this measure.

As shown in the table above, the proposed project would be consistent with the City's CAP. By densifying residential development in a PDA in proximity to transit services, schools, parks, and other amenities, the project would be consistent with Plan Bay Area 2040. Further, the project would be consistent with the BAAQMD 2017 Clean Air Plan, as described in Section 3.3 Air Quality. For these reasons, the proposed project would not conflict with a plan, policy, or regulation adopted to reduce GHG emissions. **(Less than Significant Impact)**

3.8.2.3 *Cumulative Impacts*

Impact GHG-C: The project would not result in a cumulatively considerable contribution to a GHG emissions impact. **(Less than Significant Impact)**

As discussed in Section 3.8.1, GHG emissions have a broader, global impact; therefore, the project-level impact is the same as the project's cumulative GHG impacts.

3.9 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based on a Screening Level Phase I Environmental Site Assessment (ESA) prepared by Cornerstone Earth Group in January 2020. A copy of the Phase I ESA is provided in Appendix C of this EIR.

3.9.1 Environmental Setting

3.9.1.1 *Regulatory Framework*

Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. Federal regulations and policies related to development include the Comprehensive Environmental Response, Compensation, and Liability Act, commonly known as Superfund, and the Resource Conservation and Recovery Act. In California, the Environmental Protection Agency (EPA) has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. Cal/OSHA enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Federal and State

Federal Aviation Regulations Part 77

Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace (FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above the ground.

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous

substance release sites identified by the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB).[42]

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond the boundaries of a property. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. The Santa Clara Fire Department Hazardous Materials Division reviews CalARP risk management plans as the CUPA.

Asbestos-Containing Materials

Friable asbestos is any asbestos containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The EPA phased out use of friable asbestos products between 1973 and 1978. National Emission Standards for Hazardous Air Pollutants guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

CCR Title 8, Section 1532.1

The United States Consumer Product Safety Commission banned the use of lead-based paint in 1978. Removal of older structures with lead-based paint is subject to requirements outlined by Cal/OSHA Lead in Construction Standard, CCR Title 8, Section 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead-based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

Regional and Local

Municipal Regional Permit Provision C.12.f

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

With the adoption of the San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit (MRP) by the San Francisco Bay Regional Water Quality Control Board (RWQCB) on November 19, 2015, Provision C.12.f requires that permittees develop an assessment protocol methodology for managing materials with PCBs in

[42] CalEPA. "Cortese List Data Resources." Accessed March 27, 2020. https://calepa.ca.gov/sitecleanup/corteselist.

applicable structures planned for demolition to ensure PCBs do not enter municipal storm drain systems.[43] Municipalities throughout the Bay Area are currently modifying demolition permit processes and implementing PCB screening protocols to comply with Provision C.12.f. As of July 1, 2019, buildings constructed between 1950 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit.

City of Santa Clara 2010-2035 General Plan

General Plan policies applicable to hazards and hazardous materials include, but are not limited to, the those listed below.

Policies	Description
5.10.5-P23	Require appropriate clean-up and remediation of contaminated sites.
5.10.5-P29	Continue to refer proposed projects located within the Airport Influence Area to the Airport Land Use Commission.
5.10.5-P30	Review the location and design of development within Airport Land Use Commission jurisdiction for compatibility with the Airport Land Use Compatibility Plan.
5.10.5-P32	Encourage all new projects within the Airport Influence Area to dedicate an avigation easement.
5.10.5-P33	Limit the height of structures in accordance with the Federal Aviation Administration Federal Aviation Regulations, FAR Part 77 criteria.

3.9.1.2 *Existing Conditions*

The 316-acre project area is located immediately adjacent to the segment of El Camino Real between Lafayette Street to the east and the City limits to the west. The project area is developed with residential, commercial, public, and recreational uses, and is surrounded in most directions by single-family neighborhoods.

Hazardous materials are commonly used by large institutions, and by industrial, commercial, and agricultural businesses. Hazardous materials include a broad range of common substances such as motor oil and fuel, pesticides, detergents, paint, and solvents. A substance may be considered hazardous if, due to its chemical and/or physical properties, it poses a substantial hazard to the environment when it is improperly treated, stored, transported, disposed, or released into the atmosphere in the event of an accident.

The storage, use, or disposal of hazardous materials at a site can result in contamination of soil and/or groundwater. Thorough site reconnaissance, a more detailed review of site history, and/or soil and groundwater sampling would be necessary to determine if use, storage, or disposal of hazardous materials have affected subsurface conditions at a particular site.

Site History

Based on the Screening Level Phase I ESA prepared by Cornerstone Earth Group, the Specific Plan area historically consisted mainly of agricultural land including row crops and orchards with widely

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

spaced residences. A greater density of residences was present on the eastern portion of the Plan area. A significant increase in on-site commercial development began by the mid-1950s, and by the early 1980s most on-site parcels were developed with the existing, mostly commercial buildings. In recent years, some parcels have been redeveloped with new commercial and residential developments that replaced prior structures.

For parcels historically used for agricultural purposes, pesticides may have been applied to crops in the normal course of farming operations. Residual pesticide concentrations may remain in on-site soil.

Chemical Storage and Use

Current and historical hazardous materials use and storage within the Plan area is associated mainly with automotive businesses (repair shops and gasoline stations), along with several dry-cleaning businesses. At automotive businesses, hazardous materials use typically includes petroleum fuels, various lubricants, and antifreeze. The use of volatile organic compounds (VOCs), predominantly tetrachloroethylene (PCE), is commonly associated with dry-cleaning businesses.

Reported Spill Incidents

Spill incidents have been reported at several properties within the Plan area and have impacted soil, soil vapor, and/or groundwater. In general, identified contaminants have included VOCs, petroleum hydrocarbons, organochlorine pesticides (OCPs), and/or metals. Most of the associated leaking underground storage tank (LUST) and Cleanup Program Site (CPS) cases have been closed by the overseeing regulatory agencies. One LUST case and seven CPS cases remain open; at these parcels, characterization and remediation activities are ongoing and are being conducted under Santa Clara County Department of Environmental Health (SCCDEH) or RWQCB oversight.

Leaking Underground Storage Tank Cases

There is one open LUST case within the Plan area, located at 3725 El Camino Real (Exxon #73850). In 1984, three single-walled steel gasoline underground storage tanks (USTs), associated product piping, and one waste oil UST were removed from the property. Subsequent studies identified impacts to soil, soil vapor, and groundwater on the property and on adjacent down-gradient parcels to the east and northeast. Remediation and monitoring activities are ongoing under SCCDEH oversight.

There are 28 closed LUST cases within the Plan area. One closed LUST case, located at 2325 El Camino Real (Chevron), was noted to have residual petroleum hydrocarbon concentrations. Additionally, VOCs were reported to have migrated onto the property from an up-gradient source.

Cleanup Program Sites

A total of 14 on-site properties were identified as cases on the CPS database. Of the 14 on-site CPS cases, seven are currently identified as open cases. The open CPS cases are described below, and closed CPS cases are detailed in Appendix C.

OCPs and metals (arsenic and lead) have been reported above applicable screening levels at Gateway Village, 3610-3700 El Camino Real. Portions of the contaminated soil have been buried beneath

existing development, and other portions will be covered with a soil cap. The open case is under SCCDEH oversight.

The Lawrence Shopping Center, 3501-3599 El Camino Real, included a dry cleaner that used PCE from approximately 1959 to 2001. PCE has been detected in soil, soil vapor, and groundwater at the property, with soil vapor PCE extending to adjacent properties to the northeast. Ongoing characterization and remediation are being conducted under RWQCB oversight. Two gasoline stations formerly operated on the northwest and southeast corners of the property, and residual hydrocarbon concentrations have been identified at both locations. Additionally, a former gasoline station at 3507 El Camino Real was noted as a possible source of petroleum hydrocarbons in groundwater on the southern portion of the shopping center property.

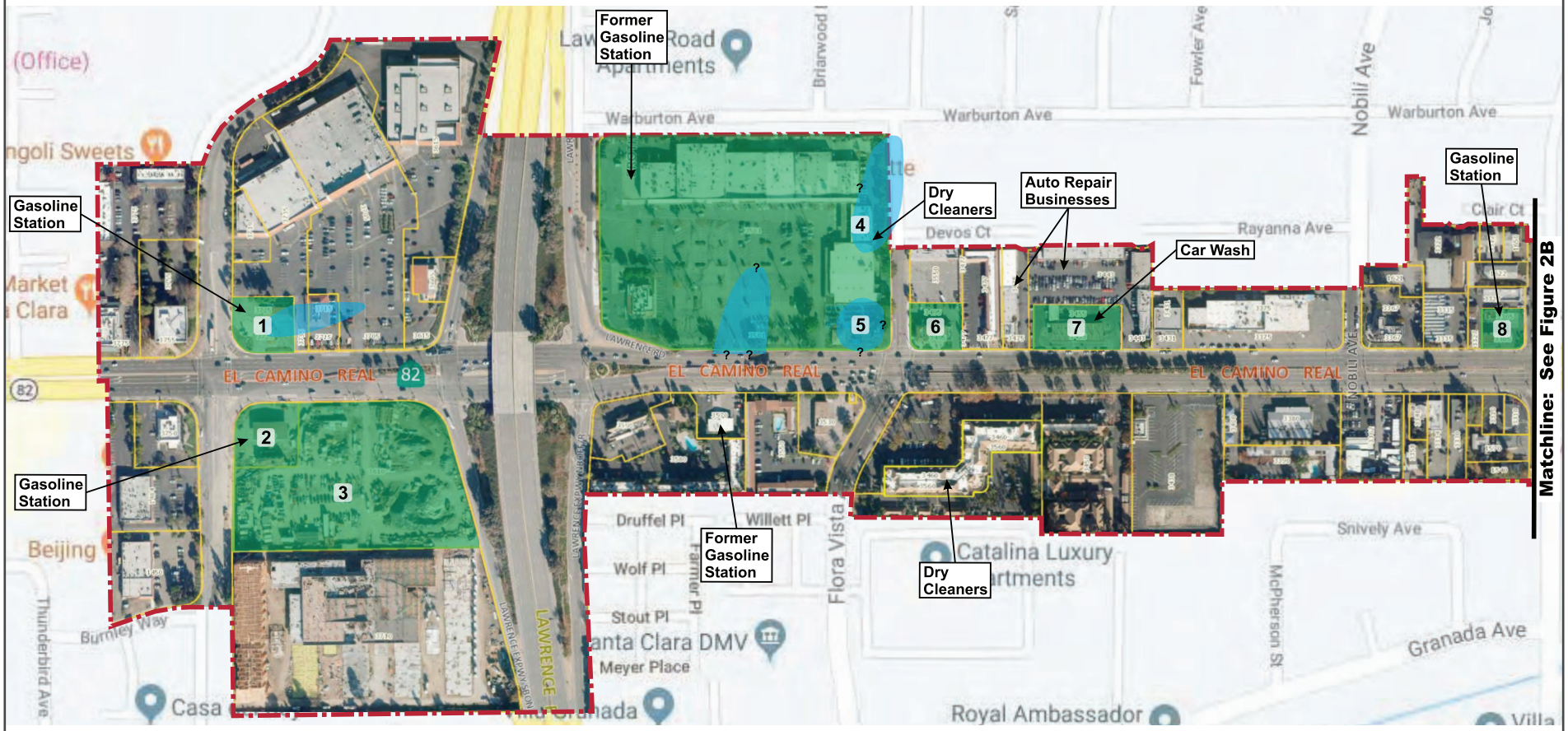
Dry cleaner businesses formerly operated at 1520 Kiely Boulevard and 2640 El Camino Real. VOCs, predominantly PCE, have been detected in soil, soil vapor, and groundwater at both properties. Characterization activities are being conducted under RWQCB oversight.

The property at 2232-2240 El Camino Real was historically occupied by orchards. Soil impacted with OCPs, lead, and arsenic has been identified at the property, and mitigation measures are being conducted under SCCDEH oversight.

The Catalina II Development, 1433-1493 El Camino Real, consists of three parcels that historically were occupied by a car wash (with associated USTs) and automobile repair businesses. A Soil Management Plan (SMP) was conditionally approved by the SCCDEH in 2019 that provides protocols to address residual contamination.

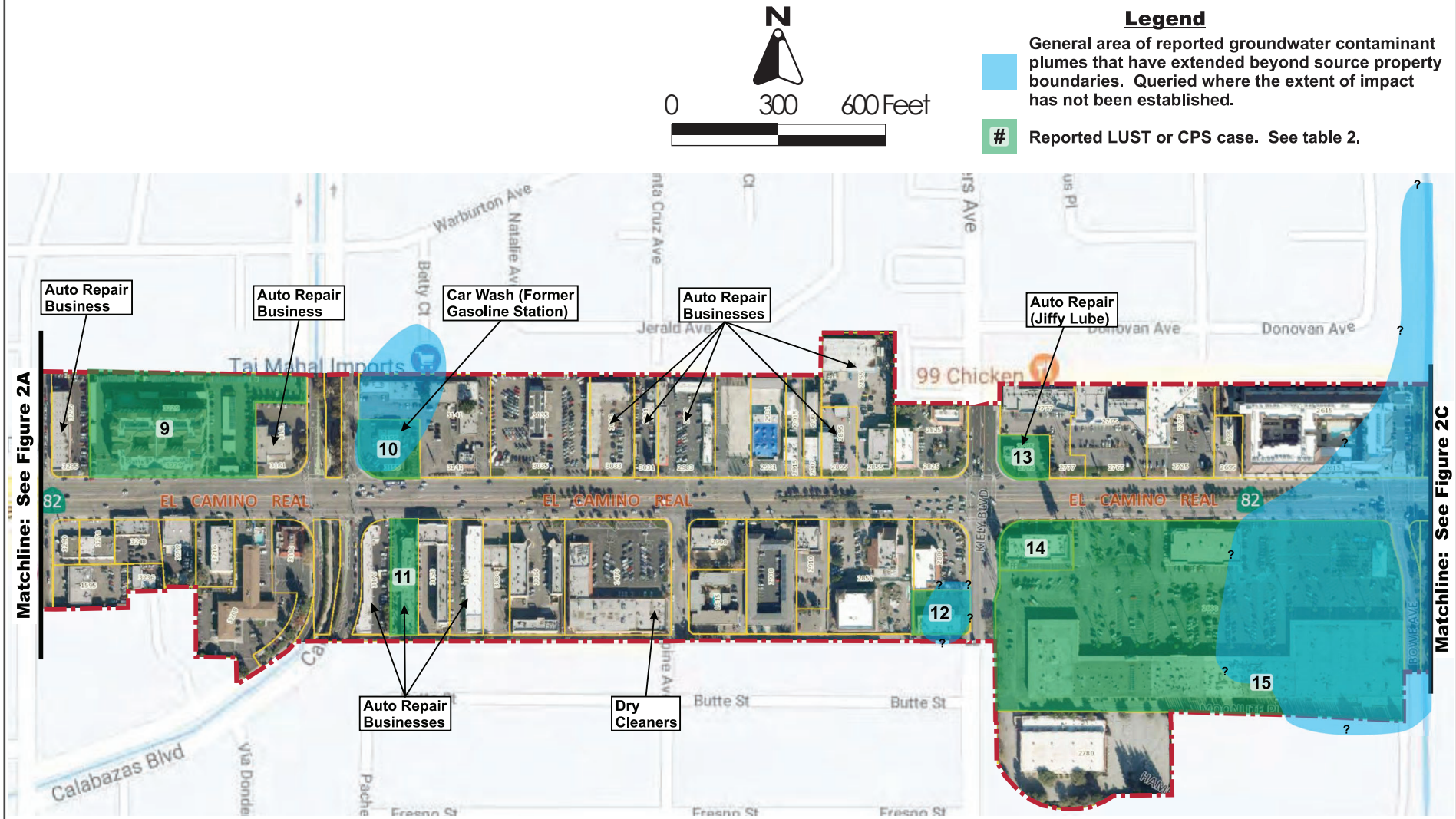
The Catalina Development, 1375-1399 El Camino Real, consists of three parcels that historically were occupied by automotive businesses. Elevated chlordane and arsenic concentrations have been identified on the property, and impacted soil was excavated and disposed in 2018 under SCCDEH oversight. A SMP providing protocols for ongoing earthwork activities was prepared and approved by the SCCDEH.

A map showing the locations of all of the on-site database LUST cases and Cleanup Program sites is provided on Figures 3.9-1A through 3.9-1D. A summary of the cases is listed in the Cornerstone report (Table 2) contained in Appendix C.



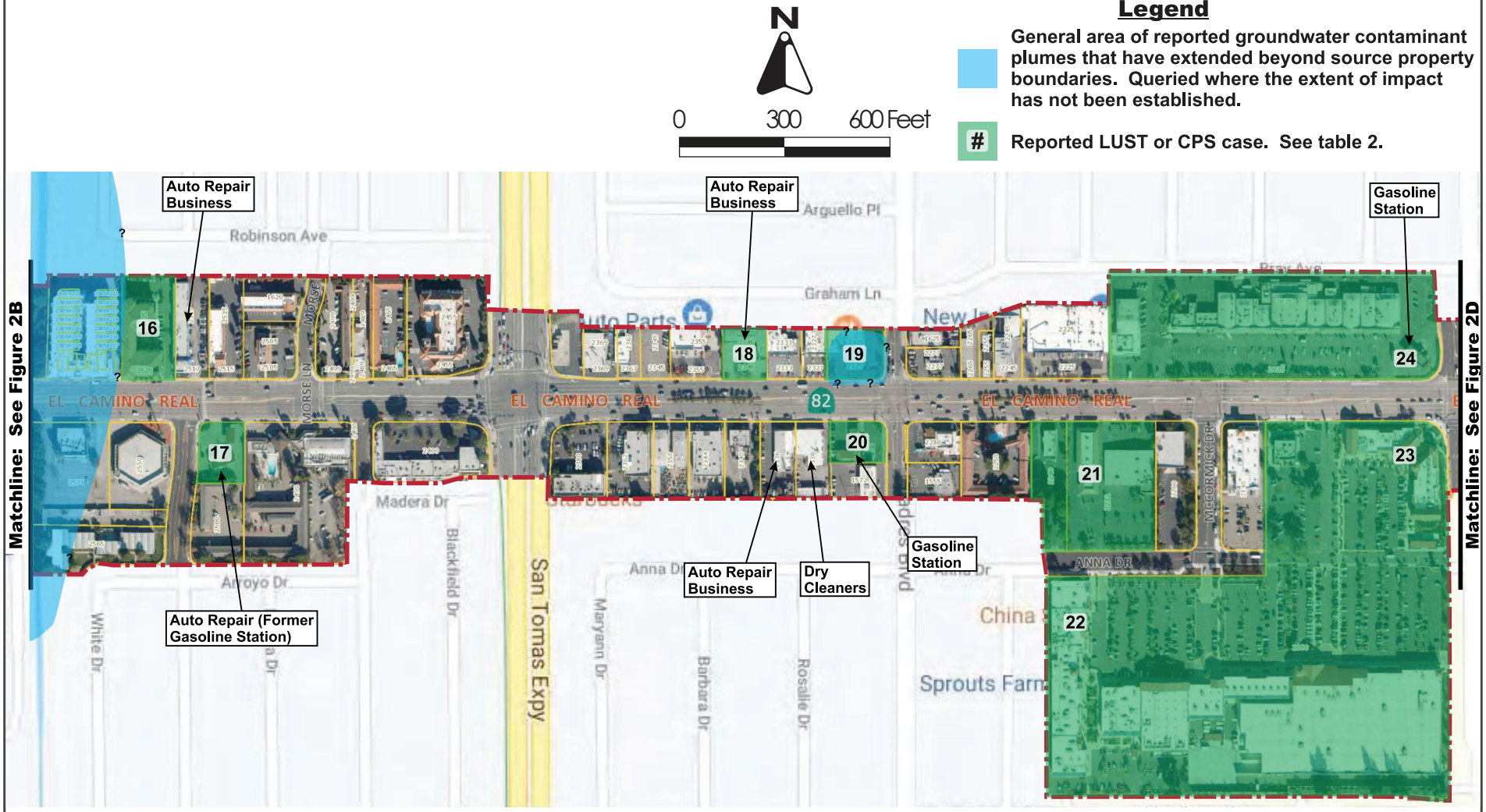
SOURCE: CORNERSTONE EARTH GROUP

ON-SITE DATABASE LUST CASES AND CLEANUP PROGRAM SITES | FIGURE 3.9-1A



SOURCE: CORNERSTONE EARTH GROUP

ON-SITE DATABASE LUST CASES AND CLEANUP PROGRAM SITES | FIGURE 3.9-1B



SOURCE: CORNERSTONE EARTH GROUP

ON-SITE DATABASE LUST CASES AND CLEANUP PROGRAM SITES | FIGURE 3.9-1C

SOURCE: CORNERSTONE EARTH GROUP

ON-SITE DATABASE LUST CASES AND CLEANUP PROGRAM SITES | FIGURE 3.9-1D

Hazardous Building Materials

Hazardous building materials may be affected by demolition and renovation activities associated with Plan area redevelopment. Prior to 1978, lead compounds were commonly used in interior and exterior paints. Prior to the 1980s, building materials often contained asbestos fibers, which were used to provide strength and fire resistance. Building demolition can release lead particles and/or asbestos fibers into the air, where they may be inhaled by construction workers and the general public. Many structures within the Plan area were built prior to the 1970s and are likely to contain asbestos and lead-based building materials. Other common hazardous materials include PCBs, fluorescent lighting, electrical switches, heating/cooling equipment, chemically treated wood, and thermostats, which may pose a health risk if not handled and disposed properly.

Airports

Norman Y. Mineta San José International Airport is located approximately 0.8 miles east of the Plan area. As previously mentioned, Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (referred to as FAR Part 77) requires that the FAA be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. The FAR Part 77 notification surface ranges from approximately 21 feet above ground level on the eastern end of the Plan Area to 82 feet above ground level on the western end of the Plan area. Buildings exceeding these heights would require FAA review for a determination of "no hazard" as described in Section 3.9.2.1 below.

3.9.2 Impact Discussion

For the purpose of determining the significance of the project's impact on hazards and hazardous materials, would the project:

1) Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?
6) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

3.9.2.1 *Project Impacts*

Impact HAZ-1:	The project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact with Mitigation Incorporated)**

The project is a Specific Plan to provide a planning framework for future growth and development in the El Camino Real Corridor. The Specific Plan would allow development of commercial, mixed-use, medium density residential, and public uses in the 316-acre Plan area.

Due to the historic agricultural and commercial use of the Plan area, and the existence of LUST and CPS cases, residual hazardous materials contamination is anticipated to be present in soil, soil vapor, and groundwater within the Plan area. Residual contamination could be exposed during demolition or construction of new buildings and infrastructure, and has the potential to impact construction workers and adjacent land uses if disturbed.

Impact HAZ –1: Existing hazardous materials contamination in soils and groundwater on the site has the potential to impact construction workers and adjacent land uses if disturbed during demolition or construction of new buildings and structures on the site.

Mitigation Measures: As conditions of approval to redevelop a site within the Plan area, the project proponent shall implement the following mitigation measures to reduce impacts from residual hazardous materials contamination to a less than significant level.

MM HAZ-1.1: Prior to the start of any demolition or construction activity, a property-specific Phase I ESA shall be completed in accordance with ASTM Standard Designation E 1527-13 (or most recent version) to identify Recognized Environmental Conditions, evaluate the property history, and establish whether or not the property is likely to have been impacted by chemical releases. Soil, soil vapor, and/or groundwater quality studies (Phase II ESAs) shall subsequently be conducted, if warranted, based on the findings of the property-specific Phase I ESAs, to evaluate if mitigation measures are needed to protect the health and safety of site occupants.

At parcels with an agricultural history, soil sampling and laboratory analyses shall be conducted to evaluate if agricultural chemicals are present prior to redevelopment or earthwork activities. Because pesticides were often stored within structures such as barns or sheds, and pesticide mixing was often performed near agricultural wells on such parcels, the sampling shall include an evaluation of these areas (if they can be identified), along with the former agricultural field and orchard areas.

All site mitigation measures identified in the property-specific Phase I and II ESAs shall be completed under the oversight of an appropriate regulatory agency, such as the Santa Clara County Department of Environmental Health

(SCCDEH), Department of Toxic Substances Control (DTSC), or Regional Water Quality Control Board (RWQCB). Any required cleanup/mitigation of the site during development activities shall meet all applicable federal, state, and local laws, regulations, and requirements. The project applicant shall provide the appropriate oversight agency's written approval of the site mitigation measures to the City of Santa Clara prior to the issuance of a demolition and/or grading permit.

MM HAZ-1.2: Prior to the start of earthwork activities (e.g., excavation, trenching, grading, etc.) on properties with known contaminants of concern (COC) exceeding the lower of the then-current DTSC, RWQCB, or EPA regulatory levels and/or appropriate residential/commercial screening levels, including sites having either open or closed LUST or CPS cases, an appropriate corrective action/risk management plan shall be prepared that reflects the results of the on-site investigations.[44] The corrective action/risk management plan shall describe mitigation measures necessary to protect the health and safety of future site occupants and establish appropriate management practices for handling and monitoring of impacted soil, soil vapor, and groundwater that may be encountered during construction activities. The corrective action/risk management plan shall be prepared by an Environmental Professional and be submitted to an appropriate overseeing regulatory agency (e.g., SCCDEH, DTSC, or RWQCB) for review.[45] Regulatory agency approval shall be obtained prior to commencing earthwork activities. A Health and Safety Plan shall also be prepared to establish health and safety protocols for personnel working at the site.

All mitigation measures shall be completed under regulatory agency oversight and meet all applicable federal, state, and local laws, regulations, and requirements. Following completion, a report documenting compliance with the provisions of the corrective action/risk management plan and describing the work completed shall be submitted and approved by the overseeing regulatory agency.

MM HAZ-1.3: As part of the facility closure process for occupants that use and/or store hazardous materials, the Santa Clara Fire Department requires that a closure plan be submitted by the occupants that describes required closure activities, such as removal of remaining hazardous materials, cleaning of hazardous material handling equipment, decontamination of building surfaces, and waste disposal practices, among others. Facility closure shall be coordinated with the Santa Clara Fire Department to ensure that required closure

[44] Naturally occurring background concentrations of some metals may exceed their respective screening levels. Regulatory agencies generally do not require cleanup of contaminants in soil to below background levels. Site-specific background levels may be substituted for the published screening levels if approved by the overseeing regulatory agency.

[45] Environmental Professional[45] refers to someone who meets the qualification requirements described in ASTM E 1527-13 and 40 CFR 312, Section 312.10.

documents are completed prior to redevelopment of site parcels or changes in use.

MM HAZ-1.4: If a project requires importing soil for property grading, the source and quality of imported soil shall be documented according to the DTSC's Clean Fill Advisory (October 2001).

MM HAZ-1.5: Groundwater monitoring wells associated with identified LUST and CPS cases shall be protected during construction. Upon written approval from the overseeing regulatory agency and the well owner, wells may be destroyed under permit from the Santa Clara Valley Water District (Valley Water) prior to development activities. Relocation of the wells may be required.

Monitoring wells that are no longer in use, or any unidentified wells (such as former agricultural wells) encountered during construction activities, shall be properly destroyed in accordance with Valley Water Ordinance 90-1.

Prior to redevelopment of the site, well records from the California Department of Water Resources (DWR) shall be researched, and attempts shall be made to locate and properly destroy any identified abandoned on-site wells.

Any proposed well closure or destruction activities on a redevelopment site shall be completed, and any proposed well protection measures shall be approved by the Director of Public Works prior to the issuance of a grading permit. A well destruction report shall be submitted to the Santa Clara Fire Department as proof of completion of any well closure.

Implementation of the above mitigation measures would ensure that development under the Specific Plan would not exacerbate existing hazardous materials contamination that may be present in the Plan area, and would reduce impacts related to such contamination to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

Impact HAZ-2: The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. **(Less than Significant Impact)**

Due to the age of the existing buildings within the Plan area, structures may have been constructed using ACMs such as mastics in flooring and roofing materials. Lead-based paint also may have been used on existing structures that could be demolished or modified under future projects within the Plan area. Demolition or modification of structures within the Plan area has the potential to expose construction workers or residents in the vicinity of the project to harmful levels of ACMs or lead, and impact surface water quality through contamination by PCBs in building materials. As conditions of approval to redevelop a site within the Plan area, the project proponent would be required to

implement the following mitigation measures to reduce impacts due to the presence of hazardous building materials to a less than significant level.

- If lead-based paint is encountered that is flaking, peeling, or blistering, it shall be removed prior to demolition. Removal of lead-based paint is not required if it is bonded to the building materials. In either case, applicable Occupational Safety and Health Administration (OSHA) regulations shall be followed, including requirements for worker training, air monitoring, and dust control, among others. Any debris or soil containing lead must be disposed appropriately.

- Prior to redevelopment under the Specific Plan, shall soil at the locations of former wood-framed structures shall be evaluated for the possible presence of lead and pesticides. Soil adjacent to structures that area painted with lead-based paint can become impacted with lead as a result of the weathering and/or peeling of painted surfaces. Soil near wood-framed structures can also be impacted by pesticides historically used to control termites. Residual pesticides and lead are often identified in soil near old residences, such as those currently and historically located on some of the Plan area parcels.

- Prior to building demolition or renovation, an asbestos survey shall be conducted in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines. NESHAP guidelines require the removal of potentially friable asbestos-containing building materials prior to building demolition or renovation that may disturb these materials.

- Prior to building demolition or renovation, an assessment to screen for PCBs in priority building materials shall be conducted in accordance with City of Cupertino protocols and RWQCB requirements. The City requires demolition permit applicants to complete a Screening Assessment Form and comply with applicable federal and state requirements for notification and abatement, as necessary, prior to the issuance of a demolition permit.

- Universal wastes, lubrication fluids, and refrigerants shall be removed before structural demolition begins. Materials that may result in possible risk to human health and the environment when improperly managed include lamps, thermostats, and light switches containing mercury; batteries from exit signs, emergency lights, and smoke alarms; lighting ballasts which contain PCBs; and lead pipes and roof vent flashings. Demolition waste such as fluorescent lamps, PCB ballasts, lead acid batteries, mercury thermostats, and lead flashings have special case-by-case requirements for generation, storage, transportation, and disposal. Prior to disposing of any demolition waste, the demolition contractor shall determine if the waste is hazardous and ensure proper disposal of waste materials.

Implementation of the above measures would ensure that any ACMs, lead-based paint, PCBs, or other hazardous waste in structures proposed for demolition or modification would be removed in accordance with federal, state, and local regulations. **(Less than Significant Impact)**

Impact HAZ-3:	The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(Less than Significant Impact)**

There are no existing or planned schools within the Plan area. Schools within one-quarter mile of the Plan area include Wilson Preschool, Scott Lane Elementary School, Briarwood Elementary School, Pomeroy Elementary School, St. Lawrence Elementary School and Middle School, Cabrillo Middle School, Wilson High School, and Santa Clara University.

The proposed commercial, residential, and public uses within the Plan area would not use or emit significant quantities of hazardous materials. As described above, construction of the proposed uses would require site-specific environmental review to address any potential soil, soil vapor, or groundwater contamination. **(Less than Significant Impact)**

Impact HAZ-4:	Although the project site includes one parcel which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the implementation of mitigation measures would reduce potential hazards to the public or the environment to less-than-significant levels. **(Less than Significant Impact with Mitigation Incorporated)**

As discussed in Section 3.9.1.2 above, one Plan area parcel is the subject of an open LUST case, and seven parcels are the subject of open CPS cases. There are an additional 28 closed LUST cases and seven closed CPS cases within the Plan Area. These spill incidents have impacted soil, soil vapor, and/or groundwater. In general, identified contaminants have included VOCs, petroleum hydrocarbons, organochlorine pesticides, and/or metals.

Future development under the Specific Plan would be required to implement mitigation measures to reduce residual hazardous materials contamination to a less than significant level. Specifically, development projects would be required to prepare a Phase I ESA and, if required by the Phase I, a Phase II ESA (MM HAZ-1.1). Projects located on parcels with COCs exceeding regulatory screening levels would be required to prepare a corrective action/risk management plan and Health and Safety Plan to protect the health and safety of personnel working at the site and future site occupants (MM HAZ-1.2). Development of parcels that are the subject of open LUST or CPS cases would require coordination with the overseeing regulatory agencies (MM HAZ-1.2). For development of parcels with closed LUST or CPS cases, established site management requirements shall be maintained (MM HAZ-1.2). With incorporation of these mitigation measures, future development under the Specific Plan would not create a significant hazard due to hazardous materials contamination. **(Less than Significant Impact with Mitigation Incorporated)**

Impact HAZ-5:	The project would be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(Less than Significant Impact)**

The Plan area is located approximately 0.8 miles from Norman Y. Mineta San José International Airport. The FAR Part 77 airspace notification surface over the Plan area ranges from approximately 21 feet above ground level on the eastern end of the Plan Area to 82 feet above ground level on the western end of the Plan Area. Notification to the FAA would therefore be required for proposed structures that would exceed this airspace surface. Because the Plan area is located within the Airport Influence Area (AIA), as defined by the San José International Airport Comprehensive Land Use Plan (CLUP), the City would submit the Specific Plan for a determination of consistency to the Airport Land Use Commission (ALUC). The easterly five blocks of El Camino Real within the Plan area are located within one of the airport safety zones (Traffic Pattern Zone). According to the CLUP, the Traffic Pattern Zone is described as that portion of the airport area routinely overflown by aircraft operating in the airport traffic pattern. The potential for aircraft accidents is relatively low and the need for land use restrictions is minimal within this zone.

Consistent with the ALUC and City General Plan Policy, FAA issuance of "no hazard" determinations, together with incorporation of any conditions set forth in an FAA no hazard determination into the City's development permits for individual redevelopment sites within the Plan area, would ensure that development under the proposed Specific Plan would not result in a hazard to aircraft operation. No building would be constructed above the notification surface without this prior documentation. **(Less than Significant Impact)**

Impact HAZ-6:	The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(No Impact)**

The project site is located in a developed area and would not change the local roadway circulation pattern and access, or otherwise physically interfere with the Santa Clara Emergency Operations Plan or other emergency response or evacuation plan.[46] Due to the lack of proposed modifications to Plan area roadways and general vehicle circulation through the Plan Area, the proposed Specific Plan would not affect the City's emergency operations. **(No Impact)**

Impact HAZ-7:	The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. **(No Impact)**

The Specific Plan is not located in an area that is exposed to wildland fire hazards. **(No Impact)**

[46] City of Santa Clara. *Emergency Operations Plan*. June 2016.

3.9.2.2 *Cumulative Impacts*

Impact HAZ-C:	The project would not result in a cumulatively considerable contribution to a significant hazards and hazardous materials impact. **(Less than Significant Cumulative Impact)**

Cumulative projects located in the vicinity of the Plan area do not include manufacturing facilities or operations that would use significant quantities of hazardous materials. The cumulative projects, therefore, would not create a significant hazard to the environment through the routine use or transport, or reasonably foreseeable accidents related to hazardous materials use. Hazardous materials contamination impacts are specific to the individual sites within the Specific Plan area as impacts vary by site characteristics, site history, and proposed land use. Future development within the Plan area would mitigate hazardous materials impacts to a less than significant level with the implementation of the mitigation measures above; therefore, redevelopment in the Plan area would not result in a cumulatively considerable contribution to a significant cumulative hazardous materials impact. **(Less than Significant Cumulative Impact)**

3.10 HYDROLOGY AND WATER QUALITY

3.10.1 Environmental Setting

3.10.1.1 *Regulatory Framework*

Overview

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality in California. Regulations set forth by the EPA and the SWRCB have been developed to fulfill the requirements of this legislation. EPA regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the Regional Water Quality Control Boards (RWQCBs). The project site is within the jurisdiction of the San Francisco Bay RWQCB.

Federal and State

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify Special Flood Hazard Areas (SFHAs). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction. The Construction General Permit includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional and Local

San Francisco Bay Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San Francisco Bay RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff

discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Municipal Regional Permit Provision C.3.

The San Francisco Bay RWQCB re-issued the Municipal Regional Stormwater NPDES Permit (MRP) in 2015 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.[47] Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 10,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g. rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

In addition to water quality controls, the MRP requires new development and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other impacts to local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if they do not meet the minimum size threshold, drain into tidally influenced areas or directly into the Bay, or drain into hardened channels, or if they are infill projects in subwatersheds or catchment areas that are greater than or equal to 65 percent impervious.

Municipal Regional Permit Provision C.12.f

Provision C.12.f of the MRP requires co-permittee agencies to implement a control program for PCBs that reduces PCB loads by a specified amount during the term of the permit, thereby making substantial progress toward achieving the urban runoff PCBs wasteload allocation in the Basin Plan by March 2030.[48] Programs must include focused implementation of PCB control measures, such as source control, treatment control, and pollution prevention strategies. Municipalities throughout the Bay Area are updating their demolition permit processes to incorporate the management of PCBs in demolition building materials to ensure PCBs are not discharged to storm drains during demolition. As of July 1, 2019, buildings constructed between 1955 and 1978 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit.

Water Resources Protection Ordinance and District Well Ordinance

The Santa Clara Valley Water District (Valley Water) operates as the flood control agency for Santa Clara County. Their stewardship also includes creek restoration, pollution prevention efforts, and groundwater recharge. Permits for well construction and destruction work, most exploratory boring

[47] MRP Number CAS612008
[48] San Francisco Bay Regional Water Quality Control Board. *Municipal Regional Stormwater Permit, Provision C.12.* November 19, 2015.

for groundwater exploration, and projects within Valley Water property or easements are required under Valley Water's Water Resources Protection Ordinance and District Well Ordinance.

Dam Safety

Dam failure is the uncontrolled release of impounded water behind a dam. Flooding, earthquakes, blockages, landslides, lack of maintenance, improper operation, poor construction, vandalism, and terrorism can all cause a dam to fail. Because dam failure that results in downstream flooding may affect life and property, dam safety is regulated at both the federal and state level. Dams under the jurisdiction of the California Division of Safety of Dams are identified in California Water Code Sections 6002, 6003, and 6004 and regulations for dams and reservoirs are included in the California Code of Regulations. In accordance with the state's Dam Safety Act, dams are inspected regularly and detailed evacuation procedures have been prepared for each dam.

As part of its comprehensive dam safety program, Valley Water routinely monitors and studies the condition of each of its 10 dams. SCVWD also has its own Emergency Operations Center and a response team that inspects dams after significant earthquakes. These regulatory inspection programs reduce the potential for dam failure.

Local

City of Santa Clara 2010 – 2035 General Plan

General Plan policies applicable to hydrology and water quality include, but are not limited to, the following listed below.

Policies	Description
5.10.5-P11	Require that new development meet stormwater and water management requirements in conformance with state and regional regulations.
5.10.5-P13	Require that development complies with the Flood Damage Protection Code.
5.10.5-P15	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.
5.10.5-P16	Require new development to implement erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity and protect water quality.
5.10.5-P17	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, Stormwater Best Management Practice Handbook for Construction.
5.10.5-P18	Implement the Santa Clara Valley Nonpoint Source Pollution Control Program, Santa Clara Valley Urban Runoff Pollution Prevention Program and the Urban Runoff Management Plan.
5.10.5-P20	Maintain, upgrade and replace storm drains throughout the City to reduce potential flooding.
5.10.5-P21	Require that storm drain infrastructure is adequate to serve all new development and is in place prior to occupancy.

Santa Clara City Code

Chapter 13.20, Storms Drains and Discharges, of the Santa Clara City Code is enacted for the protection of health, life, resources and property through prevention and control of unauthorized discharges into watercourses. The primary goal of this chapter is the cleanup of stormwater pollution from urban runoff that flows to creeks and channels, eventually discharging into the San Francisco Bay. The City Code also includes a Flood Damage Prevention Code (Chapter 15.45) and requirements for grading and excavation permits and erosion control (Chapter 15.15).

3.10.1.2 *Existing Conditions*

The City of Santa Clara is located on an alluvial plain within the Santa Clara Valley, which extends southward from the southern end of San Francisco Bay. Ground surface elevations within the City limits range from near sea level in the north, to 175 feet above mean sea level at the southern boundary of the City. The climate is semi-arid, with warm, dry weather from late spring to early fall. Yearly precipitation averages 14.8 inches per year, most of which falls between November and April. Average monthly rainfall from May to October is less than one inch per month, and drops to essentially zero in July and August.[49]

Surface Water Drainage

The principal surface water drainages in the City of Santa Clara are the San Tomas Aquino, Saratoga and Calabazas Creeks. Additionally, the City is bordered by the Guadalupe River to the northeast. All of these drainages originate in the largely undeveloped Santa Cruz Mountains and drain northward across the urbanized Santa Clara Valley floor to discharge into San Francisco Bay. All of these have been channelized and substantially modified to reduce flood hazards. Flood protection and other aspects of creek management, such as vegetation and sediment maintenance, are the purview of Valley Water.[50]

San Tomas Aquino Watershed

The San Tomas Aquino Creek watershed drains approximately 45 square miles. San Tomas Aquino Creek originates in the forested foothills of the Santa Cruz Mountains and flows approximately 17 miles in a northern direction through the center of the City of Santa Clara, discharging into the Guadalupe Slough at the northwestern corner of the City, which flows to the lower South San Francisco Bay. The major tributaries to San Tomas Aquino Creek include Saratoga, Wildcat, Smith and Vasona Creeks. Most of the remaining San Tomas Aquino Creek channel has been modified and lined with concrete.

Saratoga Creek joins San Tomas Aquino Creek 1.5 miles upstream of Highway 101. Saratoga Creek originates on the northeastern slopes of the Santa Cruz Mountains and flows for approximately 4.5 miles in an eastern direction. Most of the creek in the upper watershed contains natural channel, with some modifications (e.g., gabion walls) and a few sections of hardened channel in the lower

[49] City of Santa Clara. 2015. Urban Water Management Plan. Santa Clara, CA: City of Santa Clara Water and Sewer Utility.
[50] Santa Clara Basin Watershed Management Initiative (SCBWMI). 2001. Watershed Characteristics Report (Watershed Management Plan, Volume One (unabridged). (February.) San José, CA: Santa Clara Basin Watershed Management Initiative.

reaches.[51] The creek continues for approximately 1.5 miles through the low-density residential foothill region of the Town of Saratoga, and then for approximately eight miles north through the cities of San Jose and Santa Clara, including the El Camino Real Specific Plan area. The creek is a trapezoidal, concrete-lined channel where it flows through the Specific Plan area.

Calabazas Creek Watershed

Calabazas Creek drains an approximately 21-square-mile watershed, originating in the Santa Cruz Mountains and flowing for 13 miles along the western side of the City of Santa Clara, then discharging into the Guadalupe Slough, which flows to the lower South San Francisco Bay. Calabazas Creek has riparian zones and channels that have been extensively modified for flood protection. Thirty-two percent of its length, approximately 4.2 miles, is classified as "hard bottom".[52] From Guadalupe Slough to Highway 101, Calabazas Creek is an enlarged earthen channel with levees. The reach between Highway 101 and Lawrence Expressway, which includes the El Camino Real Specific Plan area, is a trapezoidal, concrete-lined channel.

Storm Drain System

The City's storm drain system consists of curb inlets, which collect surface runoff from rainfall and other sources, and a network of pipelines beneath City roadways that are connected to the inlets. Stormwater is conveyed through these underground pipelines to the channelized creeks within the City, which then carry the flow into San Francisco Bay. Valley Water operates as the flood control agency for Santa Clara County. Their responsibilities also include creek restoration, pollution prevention efforts and groundwater recharge. Urban runoff is classified as either wet weather (rainwater) or dry weather (water waste) flows from urban landscapes into storm drain systems that lead to the San Francisco Bay. The City of Santa Clara is committed to improving water quality in the San Francisco Bay and streams by reducing urban runoff pollution through the implementation of the City's Urban Runoff Management Plan (URMP). Implementation of the City's UWMP also includes promoting public awareness and clean-up efforts as well as monitoring local streams and storm drains to determine the effectiveness of the program. In addition, the City is a co-permittee under the MRP, which requires all members to implement programs that reduce urban runoff pollution by targeting pollutant reduction and surface flow prevention from urban activities and development.

Surface Water Quality

Stormwater runoff from urban uses contains metals, pesticides, herbicides, and other contaminants, including oil, grease, asbestos, lead, animal wastes, and trash. The sources of this pollution are activities that occur in residential, commercial, and industrial areas within the City. Stormwater pollutants are carried by stormwater runoff, which discharges directly, untreated, into the local streams and rivers, and ultimately into San Francisco Bay. Section 303(d) of the Federal Clean Water Act requires states to develop a list of water bodies that do not meet water quality standards, and to develop action plans called Total Maximum Daily Loads (TMDLs) to improve water quality. The

[51] Santa Clara Valley Urban Runoff Pollution Prevention Program. San Tomas Aquino Watershed. Accessed November 27, 2019. Available at: http://www.scvurppp-w2k.com/ws_sta.shtml
[52] City of Santa Clara. 2015. Urban Water Management Plan. Santa Clara, CA: City of Santa Clara Water and Sewer Utility.

most recently-updated California 303(d) list includes several water bodies in the City of Santa Clara for which TMDLs have either been prepared, or are currently being prepared to address certain pollutants. Calabazas Creek, Guadalupe River, San Tomas Aquino Creek and Saratoga Creek are included on the list. The pollutants identified with these streams are trash, diazinon, and mercury. South San Francisco Bay is also on the list, and has completed TMDLs for numerous pollutants including chlordane, DDT, dieldrin, dioxin compounds, furan compounds, invasive species, mercury, PCBs, and selenium.[53]

In addition to the California 303(d) list, the MRP requires co-permittees, including the City of Santa Clara, to implement source and treatment control measures and pollution prevention strategies to achieve PCBs and mercury load reductions from urban runoff sources to the San Francisco Bay. These requirements are specified in Provisions C.11 (Mercury Controls) and C.12 (PCBs Controls) of the MRP, and are intended to implement the urban runoff requirements of the mercury and PCBs TMDLs for San Francisco Bay. Many of the required source and treatment control measures and pollution prevention strategies are implemented through the City's Green Stormwater Infrastructure Plan.

Groundwater

The City of Santa Clara is located in a large inland valley known as the Santa Clara Valley, which is drained by two primary streams, the Guadalupe River and Coyote Creek, which flow in a northerly direction to San Francisco Bay. The City is within the 225-square mile Santa Clara sub-basin of the San Francisco Bay Hydrologic Region. This groundwater basin is estimated to contain an operational storage capacity of 350,000 acre-feet of water.[54]

As mentioned in Section 3.7 Geology and Soils, groundwater beneath the Specific Plan area is estimated to be present at a depth between 10 and 25 feet bgs, and it generally flows in a northeasterly direction. Groundwater levels can fluctuate due to variations in seasonal rainfall, temperature, and other factors affecting the below-ground aquifer.

Flooding

According to the Federal Emergency Management Agency's (FEMA) current Flood Insurance Rate Maps (FIRM), most of the Specific Plan area is not within a Special Flood Hazard Area (SFHA) .[55] The majority of the Plan area is designated Zone X, defined as "Areas of 0.2 percent annual chance flood; areas of one percent chance flood with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood." Certain portions of the Plan area are in SFHA Zone AH, which is defined as an area of flood depths from one to three feet during 100-year flood conditions. Flooding in the areas designated Zone AH is due to a lack of capacity in the local drainage systems. These areas occur in three principal locations within the Plan area: 1) near the eastern boundary of the Plan area along the south side of El Camino

[53] State Water Resources Control Board website. *Impaired Water Bodies.* https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml. Accessed February 26, 2020.
[54] Valley Water. *Santa Clara Valley Water District Groundwater Management Plan*. July 2001.
[55] Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel No. 06085C0227H and 06085C0226H.* May 18, 2009.

Real and between El Camino Real and the railroad tracks; 2) along both sides of El Camino Real between approximately Buchanan Drive and Los Padres Boulevard; and 3) both sides of El Camino Real, between Halford Avenue and Lawrence Expressway.

The portions of the Plan area that are within SFHAs are: 1) areas within the banks of Calabazas and Saratoga Creeks, and designated A; and 2) an area along the north side of El Camino Real and the west side Saratoga Creek, designated AO, with an average flood depth of one foot. The SFHA zones within the Plan area are shown in Figure 3.10-1.

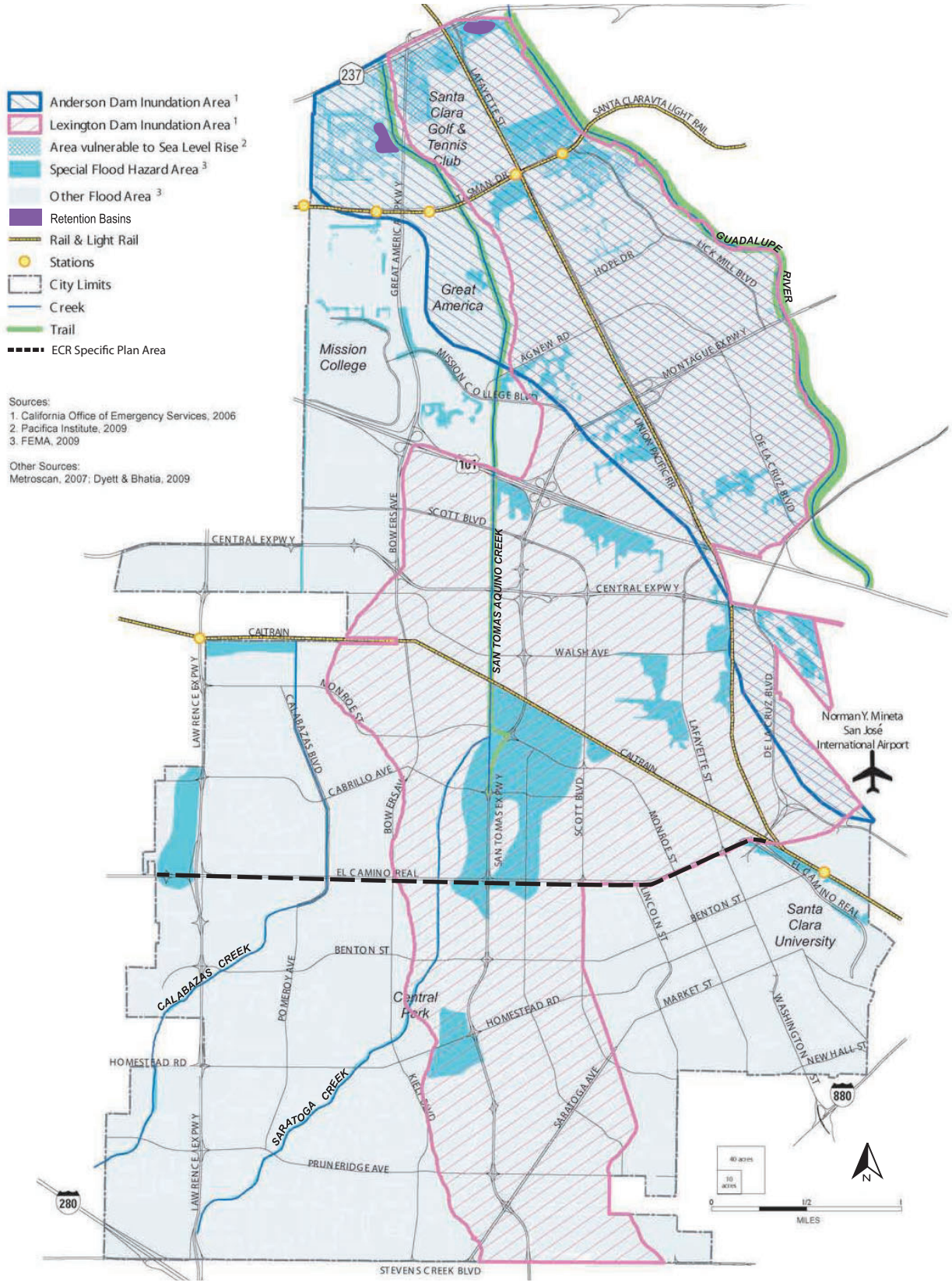
Dam Failure

A dam inundation zone is an area in which flooding could occur due to failure of an upstream dam as a result of an earthquake or other catastrophe. According to dam failure inundation maps provided by the Association of Bay Area Governments (ABAG), much of the City is located within the zone that could be affected by flooding in the event of a failure of Lexington Dam and/or Anderson Dam. As shown on Figure 3.10-1, a portion of the El Camino Real Specific Plan area is located within the Lexington Dam Inundation Area. The inundation area assumes complete failure of the dam with a full reservoir that is completely emptied. The actual extent and depth of inundation in the event of a failure would depend on the volume of storage in the reservoir at the time of failure.

Seiche, Tsunami, and Mudflows

A seiche is defined as the resonant oscillation of water in an enclosed body of water. The San Francisco Bay is considered to be an enclosed body of water and is in the general vicinity of the project site. Existing levees positioned between the Bay and the Plan area would dampen any effects of a seiche. There are no other enclosed bodies of water in the vicinity of the Plan Area that would produce seiche events.

The Plan area is not located within a tsunami inundation area, due to its location several miles south of the San Francisco Bay. The Plan area is flat and not downslope of any natural steeply sloped areas and, therefore, not located within an identified landslide or mudflow hazard area.



Source: City of Santa Clara Draft 2010-2035 General Plan EIR

INUNDATION AND FLOOD HAZARD ZONES | FIGURE 3.10-1

3.10.2 Impact Discussion

For the purpose of determining the significance of the project's impact on hydrology and water quality, would the project:

1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
   - result in substantial erosion or siltation on- or off-site;
   - substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
   - create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
   - impede or redirect flood flows?
4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

3.10.2.1 *Project Impacts*

Impact HYD-1:	The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. **(Less than Significant Impact)**

Construction Phase Impacts

Future development and redevelopment within the Plan area that would disturb more than one acre of ground surface would be subject to compliance with the Construction General Permit and would be required to develop and implement SWPPPs, which would contain erosion and sediment controls designed to minimize stormwater pollution by reducing sediment loads in runoff from construction sites. The SWPPP would also contain a list of measures and stormwater Best Management Practices (BMPs) that would be used to reduce pollutant loads in runoff generated by materials, equipment, and other construction activities. Development and redevelopment sites would also be required to file NOIs with the RWQCB in conformance with Construction General Permit requirements. Implementation of the SWPPP and conformance to drainage standards required by the City would reduce the construction phase stormwater pollution impacts from individual development sites within the Plan area to less than significant levels. **(Less than Significant Impact)**

Post-Construction Phase Impacts

The Plan area is currently developed with commercial uses and associated parking lots that drain directly to the City's storm sewer facilities without treatment. Future development and redevelopment projects within the Plan area would be subject to Provision C.3 of the MRP, which requires the incorporation of site design, source control, and treatment control measures to minimize the exposure of pollutant sources to stormwater runoff and reduce runoff volumes and pollutant loads. On-site LID-based stormwater treatment controls that could be included in new and redevelopment projects include bioretention areas, flow-through planters, and infiltration facilities. These types of treatment controls are typically integrated with landscape and open space designs for new or redevelopment projects. The use of site design features such as permeable paving and green roofs are also encouraged as part of a comprehensive approach to stormwater management. The use of various site design and treatment measures within each future new or redevelopment project, consistent with MRP requirements, would ensure that impacts to stormwater quality from implementation of the Specific Plan would be less than significant. **(Less than Significant Impact)**

Impact HYD-2:	The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. **(Less than Significant Impact)**

Groundwater in the Specific Plan area is estimated to occur at depths of approximately 10 to 25 bgs and could potentially be encountered during future construction activities such as excavation for building foundations and subgrade parking. Compliance with the requirements of the City of Santa Clara Building Division and RWQCB regulations for construction dewatering would ensure that future developments and improvements under the proposed Specific Plan would not result in adverse effects on groundwater.

The Plan area is not located in an area used for groundwater recharge and, therefore, its implementation would not interfere with groundwater recharge or deplete supplies. As discussed in Section 3.19 Utilities and Service Systems, the City may pump more groundwater during drought years to serve the Plan area and other development. Groundwater throughout the Santa Clara Valley is managed by the SCVWD to ensure adequate recharge of the aquifer and limit pumping to not exceed the maximum sustainable yield. Although the Specific Plan may contribute toward the need for additional pumping, given the active management of groundwater in the area, the Specific Plan would not interfere with groundwater recharge or deplete supplies. **(Less than Significant Impact)**

Impact HYD-3:	The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows. **(Less than Significant Impact)**

On-Site Flooding

As previously described, a portion of the Specific Plan area is within Flood Zone AH, a 100-year flood hazard area subject to ponding with average depths of one to three feet. A greater portion of the Specific Plan area is located in Zone X and is not subject to a 100-year flood hazard (refer to Figure 3.10-1).

Future new and redevelopment projects under the Specific Plan would be required to be constructed in conformance with General Plan Policy 5.10.5-P13, FEMA regulations, and the City's Flood Damage Prevention Code, which would require residential developments and school facilities within Flood Zone AH to elevate habitable and other structures with sensitive populations above the base flood elevation (BFE). The Flood Damage Prevention Code also includes requirements for flood-proofing subgrade garages. Therefore, while the Specific Plan would allow for residential uses within a 100-year flood plain, future residential development would be elevated above the BFE and not expose people or habitable structures to flooding.

As described previously, the Specific Plan area is not subject to seiche, tsunami, or mudflows. The Specific Plan area is, however, located within the inundation area of Anderson Dam. While the Specific Plan area is subject to inundation if Anderson Dam fails catastrophically, the dam is inspected twice a year by Valley Water in conjunction with the California Division of Safety of Dams and the Federal Energy Regulatory Commission and the reservoir is managed to prevent significant damage during a maximum credible earthquake. Therefore, the probability of dam failure is extremely remote and is not considered a significant hazard.

In addition, the Guadalupe River levees are designed to meet FEMA standards to provide protection from the 100-year flood. The probability of dam or levee failure is low given the regular inspection and maintenance makes the risk of loss, injury, or death less than significant; as it is highly unlikely that the levee will fail in the 100-year event. Therefore, inundation from dam or levee failures would be considered a less than significant impact. **(Less than Significant Impact)**

Off-Site Flooding

Due to the developed nature of the Plan area and the MRP requirements for future development projects to implement LID-based site design and stormwater treatment controls, redevelopment of the Plan area would not generate substantial off-site flooding during storm events. Future projects located within the SFHAs would be subject to FEMA restrictions and applicable provisions of the

City's Flood Damage Prevention Code, which would reduce off-site flooding risks to surrounding properties. **(Less than Significant Impact)**

Impact HYD-4:	The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. **(Less than Significant Impact)**

As previously described, only a portion of the Specific Plan area is located in a flood hazard zone, and the Specific Plan area is not located within either a seiche or tsunami zone. Land uses allowed in the flood hazard areas would be limited to commercial and residential, which would not typically use, store or transport large quantities of pollutant materials. Thus, the risk of pollutant release due to inundation would be low. Stormwater treatment controls required of new and redevelopment projects in flood prone areas would further reduce the risk. Conformance with the Construction General Permit, which requires the implementation of construction BMPs during project construction, would also minimize the chances of pollutant release, including erosion and sedimentation. **(Less than Significant Impact)**

Impact HYD-5:	The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **(Less than Significant Impact)**

New and redevelopment within the Specific Plan area would be required to comply with all applicable federal, state, regional, and local water quality and stormwater control standards and permits, as well as all regulations pertaining to flood zones. In doing so, the project would be consistent with the applicable General Plan policies regarding hydrology and water quality.

By supporting the City's General Plan policies that require new development to minimize impervious surfaces and promote on-site BMPs for infiltration and retention, the Specific Plan would be consistent with the Sustainable Management Criteria contained in Valley Water's Groundwater Management Plan. **(Less than Significant Impact)**

3.10.2.2 *Cumulative Impacts*

Impact HYD-C:	The project would not result in a cumulatively considerable contribution to a significant hydrology and water quality impact. **(Less than Significant Cumulative Impact)**

The geographic area for the Specific Plan's cumulative hydrology and water quality impacts include the approved and pending cumulative projects (refer to Table 3.0-1). As a direct result of the regulations summarized in Section 3.10.1, development projects (including future development under the proposed Specific Plan) are required to undertake steps to avoid, minimize, and/or mitigate flooding and water quality impacts. For example, projects located downstream (north) of the Plan area would be required to be designed to have no impacts to upstream water surface elevations and therefore would cause no negative flooding impacts to the project site. In addition, future upstream projects would not impact the project site as they would not significantly alter the existing hydrologic (i.e. flow path) conditions of those areas and are subject to MRP regulations for treatment and

retention of stormwater runoff. Therefore, cumulative hydrological impacts would be considered less than significant. **(Less than Significant Cumulative Impacts)**

3.11 LAND USE AND PLANNING

3.11.1 Environmental Setting

3.11.1.1 *Regulatory Framework*

Regional

Airport Plans and Regulations

The Norman Y. Mineta San José International Airport, located approximately one half-mile east of the El Camino Real Specific Plan area, is owned and operated by the City of San José. It is regulated by various federal, state, and local laws, including the Code of Federal Aviation Regulations (FAR). Part 77 of the FAR regulates obstructions to navigable airspace, as described in *Section 3.9 Hazards and Hazardous Materials* of this EIR. The County of Santa Clara Airport Land Use Commission (ALUC) is responsible for reviewing land use decisions within the Airport Influence Area (AIA) for consistency with the Airport Comprehensive Land Use Plan (CLUP). The AIA is a composite of the areas surrounding the airport that are affected by noise, height, and safety considerations. The CLUP is not intended to define allowable land uses for a specific parcel of land. Its intent is to establish development standards or restrictions that may limit or prohibit certain types of uses and structures on a parcel.[56]

Proposals for amendments to general or specific plans and either building or zoning regulations by local agencies must be submitted to the ALUC for a determination of consistency. In addition, development projects that are higher than 200 feet above ground level are also encouraged to be submitted for review by the ALUC. Recommendations made by the ALUC are advisory to local jurisdictions, not mandatory.

Applicable CLUP land use policies to the project include the following:

Policies	Description
G-5	Where legally allowed, dedication of an avigation easement to the City of San José shall be required to be offered as a condition of approval on all projects located within an Airport Influence Area, other than reconstruction projects.
G-7	All new exterior lighting within the AIA shall be designed so as to create no interference with aircraft operations. Such lighting shall be constructed and located so that only the intended area is illuminated and off-site glare is fully controlled. The lighting shall be arrayed in such a manner that it cannot be mistaken for airport approach or runway lights by pilots.
O-1	All new projects within the AIA that are subject to discretionary review and approval shall be required to dedicate in compliance with state law, an avigation easement to the City of San José.

Plan Bay Area 2040

Plan Bay Area 2040 is a long-range transportation, land-use, and housing plan intended support a growing economy, provide more housing and transportation choices, and reduce transportation-

[56] Santa Clara County Airport Land Use Commission. *Comprehensive Land Use Plan - Norman Y. Mineta San Jose International Airport.* November 2016.

related pollution and GHG emissions in the Bay Area. Plan Bay Area 2040 promotes compact, mixed-use residential and commercial neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).[57] El Camino Real is one of five areas within Santa Clara that was identified as a PDA in Plan Bay Area.

Local

City of Santa Clara 2010 – 2035 General Plan

General Plan policies applicable to land use include, but are not limited to, the following:

Policies	Description
5.3.1-P13	Support high density and intensity development within a quarter-mile of transit hubs and stations and along transit corridors.
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.
5.3.1-P30	Resolve any conflicts between proposed development, plans or funding for improvements and the Land Use Diagrams, Transportation and Mobility Diagrams or text through a General Plan Amendment in order to evaluate the implications of the proposal as well as to ensure the required internal consistency for the Plan.
5.3.4-P4	Require mixed-use development to meet the density and intensity specified in the land use classifications.
5.3.4-P11	Foster active, pedestrian-oriented uses at the ground level, such as retail shops, office, restaurants with outdoor seating, public plazas or residential units with front stoops, in mixed-use development.
5.4.1-P1	Require that the mix of uses is consistent with the Regional Mixed Use land use classification and that development is pedestrian-oriented, with enhanced streetscapes, publicly accessible open space and plazas, and connections to surrounding neighborhoods.
5.4.1-P2	Allow new development under the Community Mixed Use designation for exclusively residential or commercial uses provided that it meets the minimum requirements for the Medium Density Residential or Community Commercial land use classifications.
5.4.1-P4	Explore allowing higher densities/intensities at key intersections where there are parcels of significant size with primary access to sites, provided that new development will not have an adverse impact on the existing adjacent residential neighborhoods.
5.4.1-P5	Provide appropriate transition between new development in the El Camino Real Focus area and adjacent uses consistent with General Plan Transition Policies.
5.4.1-P6	Encourage lower profile development, in areas designated for Community Mixed Use in order to minimize land use conflicts with existing neighborhoods.
5.4.1-P8	Orient ground floor retail and residential entries to the public sidewalk on El Camino Real.
5.4.1-P23	Prepare a precise plan for the segment of El Camino Real between Scott Boulevard and the western city limits to ensure new development is coordinated and its design is consistent with what is envisioned for the Focus Area.

[57] Association of Bay Area Governments and Metropolitan Transportation Commission. "Project Mapper." http://projectmapper.planbayarea.org/.

Policies	Description
5.10.5-P29	Continue to refer proposed projects located within the Airport Influence Area to the Airport Land Use Commission.
5.10.5-P30	Review the location and design of development within the Airport Land Use Commission jurisdiction for compatibility with the Airport Land Use Compatibility Plan.

Zoning Code

The intent of the Zoning Code (Title 18 of the City Code) is to encourage development of various kinds of living, working and commercial activities in specific areas as defined in the General Plan, as well as to segregate and protect the activities of these areas one from another and accomplish the following purposes:

- To promote the public health, safety, comfort, and general welfare;
- To conserve the values of property throughout the City and to protect the character and stability of residential, commercial, professional and manufacturing areas, and to promote the orderly and beneficial development of such areas;
- To provide adequate light, air, privacy, and convenience of access to property;
- To minimize congestion on the public streets and highways;
- To provide for the elimination of incompatible and nonconforming uses of land, buildings, and structures which are adversely affecting the character and value of desirable development in each district;
- To establish official plan lines and building setback lines;
- To define the powers and duties of the administrative officers and bodies as provided herein;
- To promote efficient urban design arrangement and to secure economy in governmental expenditures; and
- To preserve landmarks which reflect the City's historical, architectural, cultural and aesthetic traditions and promote a sense of community identity and historic perspective.

3.11.1.2 *Existing Conditions*

Existing Land Uses

The Plan area consists of approximately 316 acres of properties that are located immediately adjacent to the segment of El Camino Real between Lafayette Street on the east and the City limits on the west. Current development within the Plan area primarily consists of one- and two-story commercial developments with surface parking lots and landscaped street frontages, with some newer three- and four-story residential and mixed-use residential developments scattered throughout. Additionally, the Plan area contains smaller areas of public/institutional and light industrial uses. Approximately 30 percent of the Plan area's buildable land (excluding streets, rail right-of-way, the creek, and parks) is occupied by buildings. The remaining 70 percent is occupied by surface parking lots and associated drive aisles and landscaping. The Plan area is surrounded in most directions by low or medium density residential neighborhoods.

City of Santa Clara 2010-2035 General Plan and Zoning Code

General Plan land use designations within the Plan area include: Medium Density Residential; High Density Residential; Community Commercial; Neighborhood Mixed Use; Community Mixed Use; Regional Mixed Use; Public/Quasi Public; and Parks/Open Space. The majority of the Plan area is designated Regional Mixed Use or Community Mixed Use. Public facilities and parks/open space are generally consistent with the existing designations within the Plan area. Figure 2.2-1 shows the General Plan land use designations within the Plan area and on surrounding properties. Table 2.3-2 presents the approximate acres of each land use designation in the Plan area and the permitted uses and density/intensity for each designation.

The Plan area consists of the El Camino Real Focus Area as identified in the City's General Plan. As described in Section 2.4 Project Description, the vision for the El Camino Real Focus Area is to transform it to a tree-lined, pedestrian- and transit-oriented corridor with a mix of residential and retail uses.

The majority of the Plan area is zoned CC-Community Commercial (36 percent) and CT-Thoroughfare Commercial (40 percent). Both of these zoning districts are intended for the development of medium to large retail shopping centers and auto-oriented commercial uses. Office uses zoned OA-Professional Office and OG-General Office make up approximately five percent of the parcels in the Plan area, including the Civic Center, and a few light industrial parcels zoned ML-Light Industrial are located at the eastern edge of the corridor near Pratt Place and the Caltrain tracks. In addition, there are a few parcels along El Camino Real zoned PD-Planned Development. The intent of this zoning district is to integrate uses that are not permitted to be combined in other zoning districts and to utilize imaginative planning and design concepts that would otherwise be restricted. Since the adoption of the 2010-2035 General Plan, and absent a corresponding update to the Zoning Code, the PD zone has provided an alternative for developers to zoning standards and procedures designed primarily for small parcels. One of the goals of the City's upcoming Zoning Code update is to eliminate the need for such PD zonings.

The existing zoning districts throughout the Plan area are primarily commercial, which do not allow housing and are thus inconsistent with the Regional Mixed Use and Corridor Mixed Use land use designations shown in the General Plan.

Norman Y. Mineta San José International Comprehensive Land Use Plan

The easternmost boundary of the Plan area, at Lafayette Street, is located approximately 0.8 miles west of the Norman Y. Mineta San José International Airport. Based on the CLUP, portions of the Plan area (generally east of Monroe Street) are located within the AIA.[58] Projects that are located within the AIA require an additional level of review by the ALUC to determine the project's overall consistency with the CLUP. Additionally, the eastern portion of the Plan area (in the area generally bounded by San Tomas Expressway and Lafayette Street) is located within the FAR Part 77 Surfaces

[58] Santa Clara County Airport Land Use Commission. *Comprehensive Land Use Plan – Norman Y. Mineta San José International Airport.* November 2016.

212 feet MSL height restriction zone.[59] Projects which would exceed this height would require an aeronautical study to be prepared by the FAA, as well as an issuance of a "no hazard" determination prior to approval.

3.11.2 Impact Discussion

The following questions are included in the CEQA Guidelines for the purpose of determining the significance of the project's impacts on land use and planning.

Would the project:

1) Physically divide an established community?
2) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

3.11.2.1 *Project Impacts*

Impact LU-1:	The project would not physically divide an established community. **(Less than Significant Impact)**

The proposed Specific Plan provides a vision and planning framework for future growth and development in the Plan area. The Specific Plan would focus development throughout the El Camino Real corridor at key nodes of activity, such as specific intersections and commercial centers. The highest intensity development would occur in these areas, with the areas in between designated for lower intensity uses. The majority of the Plan area is currently developed with commercial developments which abut residential uses to the north and south of El Camino Real. The Specific Plan proposes a neighborhood transition strategy to ensure that new development provides appropriate and sensitive transitions in height and scale to existing neighborhoods with the goals of preserving neighborhood character and protecting light and privacy. This transition strategy limits building heights and requires taller buildings to step down toward existing neighborhoods. Other design treatments, such as deeper setbacks, encouraging house-form building types and varied rooflines, and required landscaping would also help to buffer existing homes from new development.

The proposed Specific Plan does not include construction of dividing infrastructure such as highways, freeways, or major arterial streets. One of the main focuses of the Specific Plan is to improve pedestrian, bicycle, transit, and vehicle connections in the Plan area, with an emphasis on better connections between El Camino Real and adjacent neighborhoods. A range of multimodal transportation options and improvements would be included as components of future development under the Specific Plan. These transportation improvements would function to connect existing residential communities to the services and amenities provided throughout the Plan area. Therefore, the proposed project would not physically divide an established community. **(Less than Significant Impact)**

[59] Santa Clara County Airport Land Use Commission. *Comprehensive Land Use Plan – Norman Y. Mineta San José International Airport.* November 2016. Figure 6. MSL refers to aviation altitude and is an abbreviation for mean sea level.

Impact LU-2:	The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **(Less than Significant Impact)**

Comprehensive Land Use Plan

As described in Section 3.11.2 Existing Conditions, portions of the Plan area are located within the AIA for Norman Y. Mineta San José International Airport. Future development projects located within the AIA would require an additional level of review by the ALUC to determine the projects' overall consistency with the CLUP. These projects would be referred to the ALUC for review prior to project approval. Additionally, portions of the Plan area are located within height-restricted areas per FAR Part 77. Any future development within height-restricted areas that exceeds the maximum structure height would require an aeronautical study to be completed by the FAA and an issuance of "no hazard" determination prior to project approval. A significant portion of the Plan area is also located within one of the airport safety zones, the Traffic Pattern Zone, as previously stated. The additional level of review described above would ensure that future development projects implement measures to ensure compatibility with nearby airport operations, as outlined in the CLUP. For these reasons, the proposed project would not conflict with the CLUP. **(Less than Significant Impact)**

Plan Bay Area 2040

As mentioned in Section 3.11.1.2 Existing Conditions, Plan Bay Area 2040 is a regional plan adopted to reduce transportation-related pollution and GHG emissions by focusing development in infill areas proximate to transit. The El Camino Real corridor is one of five areas within Santa Clara that were identified as a PDA in Plan Bay Area 2040. The proposed project would increase housing density within a PDA, in line with the goals of Plan Bay Area 2040. Additionally, the project would support alternative modes of transportation by establishing new multimodal infrastructure and transitioning the design concept for El Camino Real to a Complete Street, as defined in Plan Bay Area 2040. Therefore, the proposed project would not conflict with Plan Bay Area 2040. **(Less than Significant Impact)**

City of Santa Clara 2010-2035 General Plan

The proposed Specific Plan would guide development within the El Camino Real corridor in alignment with General Plan goals and policies. The Specific Plan defines three land use designations with corresponding character areas along the El Camino Real corridor and provides specific standards and guidelines for these areas. The three character areas are defined as: 1) Regional Commercial Mixed-Use; 2) Corridor Mixed Use; and 3) Corridor Residential. The Specific Plan would consolidate the existing General Plan designations for the Plan area into the designations described above for the three character areas. In addition, a smaller portion of the Plan area would be designated as Public/Quasi-Public (in the vicinity of City Hall). The Specific Plan establishes specific development standards for development occurring within the Plan area (see Chapter 4 of the Specific Plan), consistent with the General Plan's vision for the El Camino Real Focus Area.

The Specific Plan would amend the City's General Plan land use map to reflect the proposed land use changes within the Plan area. As future development is proposed within the Plan area, it would be

reviewed for consistency with the guidelines and development standards set forth in the Specific Plan. The Specific Plan would further the City's General Plan goals and policies related to improving multimodal infrastructure, reducing auto-related uses and Vehicle Miles Traveled (VMT), and revitalizing the El Camino Real corridor. For these reasons, the Specific Plan would not conflict with any General Plan policies or regulations adopted to reduce an environmental impact. **(Less than Significant Impact)**

City of Santa Clara Zoning Code

The Plan area currently has multiple zoning districts, which are described in Section 2.3.2 Existing Zoning Districts. The existing zoning districts are primarily commercial, which do not allow housing and are thus inconsistent with the current Regional Mixed Use and Corridor Mixed Use land use designations of the General Plan. The City is currently in the process of updating its Zoning Code, and pending completion of the update, new development projects within the Plan area would be required to rezone to a Planned Development zoning district in order to incorporate the development standards contained in the Specific Plan. It is anticipated that the Zoning Code update will create new zoning districts that are based on the Specific Plan development standards, providing opportunities for future development under the Specific Plan to rezone to the new conventional zoning districts. **(Less than Significant Impact)**

3.11.2.2 *Cumulative Impacts*

Impact LU-C:	The project would not result in a cumulatively considerable contribution to a significant land use and planning impact. **(Less than Significant Cumulative Impact)**

The proposed project would not include any infrastructure that could potentially divide an established community, such as highways, freeways, or major arterial streets. The Specific Plan includes planned multimodal improvements to the El Camino Real corridor, in addition to new open space pockets, but these improvements would serve to integrate the existing community with existing and proposed services and amenities throughout the El Camino Real corridor. Development of the project would be confined to the Plan area and would be consistent with the General Plan. The project would not conflict with any other land use plans, policies, or regulations adopted to reduce or avoid environmental impacts.

Future development projects located outside of the Specific Plan area would be subject to the City's development review process. Projects would be analyzed for conformance with applicable policies adopted for the purpose of avoiding or mitigating an environmental impact through the CEQA review process. The proposed Specific Plan, in combination with other cumulative development, would not result in a significant cumulative land use impact. **(Less than Significant Cumulative Impact)**

3.12 MINERAL RESOURCES

3.12.1 Environmental Setting

3.12.1.1 *Regulatory Framework*

State

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature in 1975 to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. As mandated under SMARA, the State Geologist has designated mineral land classifications in order to help identify and protect mineral resources in areas within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance.

3.12.1.2 *Existing Conditions*

The Santa Clara Valley was formed when sediments derived from the Santa Cruz Mountains and the Mount Hamilton-Diablo Range were exposed by continuous tectonic uplift and regression of the inland sea that had previously inundated the area. As a result of this process, the topography of the City is relatively flat and there are no significant mineral resources. The Plan area is not located in an area containing known mineral resources.

3.12.2 Impact Discussion

For the purpose of determining the significance of the project's impact on mineral resources, would the project:

1) Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?
2) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

3.12.2.1 *Project Impacts*

Impact MIN-1:	The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. **(No Impact)**

As described above, the project site is not located in an area containing known mineral resources. Valuable or important mineral resources do not occur in the City. Accordingly, the proposed project would have no impact. **(No Impact)**

Impact MIN-2:	The project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. **(No Impact)**

Refer to the response to Impact MIN-1. **(No Impact)**

3.12.2.2 *Cumulative Impacts*

Impact MIN-C:	The project would not result in a cumulatively considerable contribution to a significant mineral resources impact. **(No Impact)**

As described above, the City does not contain any known mineral resources or mineral resource recovery sites. Therefore, cumulative development in the area would have no impact on mineral resources and the proposed project would not make a cumulatively considerable contribution to any significant mineral resources impact. **(No Impact)**

3.13 NOISE

3.13.1 Environmental Setting

3.13.1.1 *Background Information*

Noise

Factors that influence sound as it is perceived by the human ear, include the actual level of sound, period of exposure, frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a decibel scale, which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq}, DNL, or CNEL.[60] These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

3.13.1.2 *Regulatory Framework*

State

California Building Standards Code

The CBC establishes uniform minimum noise insulation performance standards to protect persons within new buildings housing people, including hotels, motels, dormitories, apartments, and dwellings other than single-family residences. Title 24 mandates that interior noise levels attributable to exterior sources do not exceed 45 L_{dn}/CNEL in any habitable room. Exterior windows must have a

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

minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA DNL noise contour for a freeway or expressway, railroad, or industrial source.

California Green Building Standards Code

For commercial uses, CalGreen (Section 5.507.4.1 and 5.507.4.2) requires that wall and roof-ceiling assemblies exposed to the adjacent roadways have a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the commercial property falls within the 65 dBA L_{dn} or greater noise contour for a freeway or expressway, railroad, or industrial or stationary noise source. The state requires interior noise levels to be maintained at 50 dBA $L_{eq(1\text{-}hr)}$ or less during hours of operation at a proposed commercial use.

Regional and Local

Norman Y. Mineta San José International Airport Comprehensive Land Use Plan

The project site is located within the AIA, as defined by the Airport's CLUP, adopted by the ALUC on May 25, 2011 (and amended November 16, 2016). The CLUP includes noise policies and contains standards for projects within the vicinity of Norman Y. Mineta San José International Airport. These policies include, but are not limited to, the following:

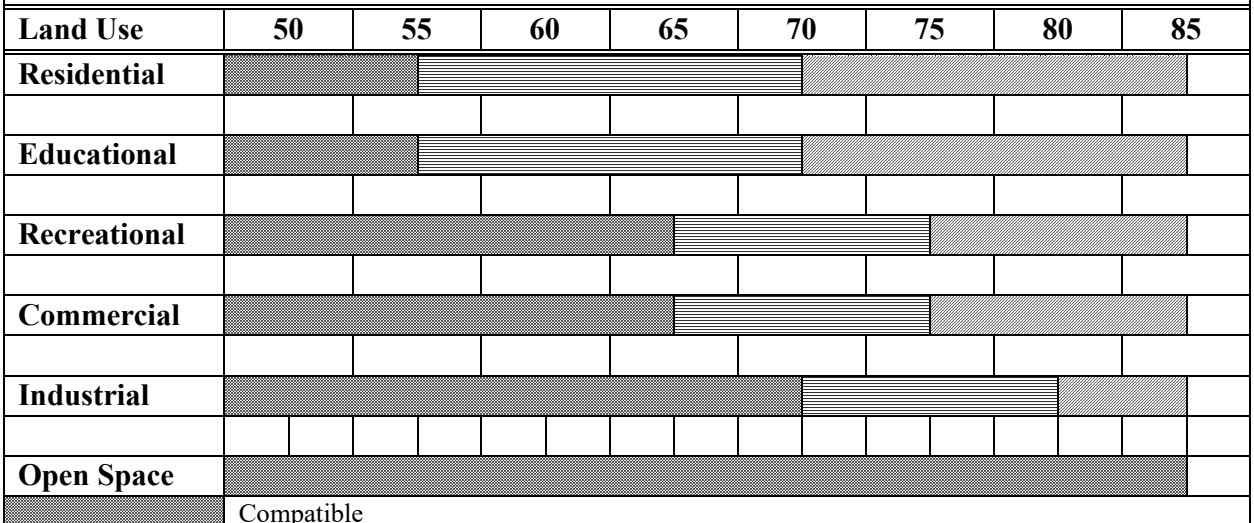
Policies	Description
N-1	The CNEL method of representing noise levels shall be used to determine if a specific land use is consistent with the CLUP.
N-2	In addition to the other policies herein, the Noise Compatibility Policies presented in Table 4-1 of the CLUP shall be used to determine if a specific land use is consistent with this CLUP, which shows residential uses are generally acceptable in 55-60 CNEL environments, conditionally acceptable in 60-65 CNEL environments, generally unacceptable in 65-70 CNEL environments and unacceptable in 70+ CNEL environments. Transient lodging including motels and hotels are generally acceptable in 55-65 CNEL noise environments, conditionally acceptable in 65 to 70 CNEL noise environments, unacceptable at 70+ CNEL noise environments. Commercial uses are generally acceptable in 55-65 CNEL noise environments, conditionally acceptable in 65-70 CNEL noise environments, generally unacceptable in 70-75 noise environments, and unacceptable in 75+ CNEL noise environments.
N-3	Noise impacts shall be evaluated according to the Aircraft Noise Contours presented on Figure 5 of the CLUP.
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.
N-5	All property owners within the Airport Influence Area who rent or lease their property for residential use shall include in their rental/lease agreement with the tenant, a statement advising that they (the tenants) are living within a high noise area and the exterior noise level is predicted to be greater than 65 dB CNEL in a manner that is consistent with current state law including AB2776 (2002).

Policies	Description
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 (refer to Policy N-2 to land uses proposed by the project).
N-7	Single-event noise levels (SENL) from single aircraft overflights are also to be considered when evaluating the compatibility of highly noise-sensitive land uses such as schools, libraries, outdoor theaters, and mobile homes. Single-event noise levels are especially important in the areas regularly overflown by aircraft, but which may not produce significant CNEL contours, such as the down-wind segment of the traffic pattern, and airport entry and departure flight corridors.

City of Santa Clara 2010-2035 General Plan

The City of Santa Clara's General Plan identifies noise and land use compatibility standards for various land uses and establishes policies to control noise within the community. The General Plan noise standards table, shown below in Table 3.13-2, identifies acceptable noise levels for various land uses. Residential land uses are considered compatible in noise environments of 55 dBA CNEL or less. The guidelines state that where the exterior noise levels are greater than 55 dBA CNEL and less than 70 dBA CNEL, the design of the project should include measures to reduce noise levels to acceptable levels. Noise levels exceeding 70 dBA CNEL at residential land uses are considered incompatible. Residential land uses proposed in noise environments exceeding 70 dBA CNEL should generally be avoided, except when the residential use is entirely indoors and where interior noise levels can be maintained at 45 dBA CNEL or less.

Table 3.13-1: Noise and Land Use Compatibility (CNEL)



Source: *City of Santa Clara 2010-2035 General Plan* (2014).

General Plan policies applicable to noise include, but are not limited to, the following:

Policies	Description
5.10.6-P1	Review all land use and development proposals for consistency with the General Plan compatibility standards and acceptable noise exposure levels.
5.10.6-P2	Incorporate noise attenuation measures for all projects that have noise exposure levels greater than General Plan "normally acceptable" levels (as defined above).
5.10.6-P3	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).
5.10.6-P4	Encourage the control of noise at the source through site design, building design, landscaping, hours of operation and other techniques.
5.10.6-P5	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.
5.10.6-P6	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.
5.10.6-P8	Continue to encourage safe and compatible land uses within the Norman Y. Mineta International Airport Noise Restriction Area.
5.10.6-P9	Work with the City of San José Norman Y. Mineta International Airport to implement mitigation from aircraft noise to the fullest extent possible.
5.10.6-P11	Develop and include noise reduction measures with improvements and extensions of City streets.

City Code

The City Code establishes noise and vibration level performance standards for fixed sources. Section 9.10.040 of the City Code limits noise levels at residences to 55 dBA during daytime hours (7:00 AM to 10:00 PM) and 50 dBA at night (10:00 PM to 7:00 AM), and noise levels at commercial uses to 65 dBA during daytime hours and 60 dBA during nighttime hours. The noise limits are not applicable to emergency work, licensed outdoor events, City-owned electric, water, and sewer utility system facilities, construction activities occurring within allowable hours, permitted fireworks displays, or permitted heliports. The City Code does not expressly state the acoustical time descriptor such as L_{eq} (the average noise level) or L_{max} (the maximum instantaneous noise level) that is associated with the above limits. A reasonable interpretation of the City Code, however, which the City has used consistently in its environmental documents, is to identify the ambient base noise level criteria as an average or median noise level (L_{eq}/L_{50}).

Section 9.10.230 of the City Code states construction activities are not permitted within 300 feet of residentially zoned property except within the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM and 6:00 PM on Saturdays. No construction is permitted on Sundays or holidays.

Section 9.10.050 of the City Code states "It shall be unlawful for any person to operate or cause, permit, or allow the operation of, any fixed source of vibration of disturbing, excessive, or offensive vibration on property owned, leased, occupied, or otherwise controlled by such person, such that the

vibration originating from such source is above the vibration perception threshold of an individual at the closest property line point to the vibration source on the real property affected by the vibration."

3.13.1.3 *Existing Conditions*

The Plan area is comprised of approximately 316 acres of properties that are located immediately adjacent to the segment of El Camino Real between Lafayette Street on the east and the City limits on the west. The Plan area is surrounded in most directions by single-family neighborhoods. Primary noise sources in the Plan area include noise from vehicular travel on adjacent roadways. El Camino Real is a highly traveled roadway with traffic volumes ranging from approximately 24,000 to 33,000 average daily trips within the project limits.[61] Intermittent airplane flyovers at the nearby Norman Y. Mineta San José International Airport also contribute to the noise environment in the Plan area. According to noise measurements made for the General Plan FEIR, noise levels along El Camino Real in the Plan area are approximately 68 dBA CNEL (at a distance of 100 feet).[62]

The Plan area is located approximately 0.8 miles west of Norman Y. Mineta San José International Airport and is outside of the 60 CNEL noise contours adopted for the airport.[63]

Sensitive receptors in the Plan area are primarily located in residences along El Camino Real and in the surrounding neighborhoods.

3.13.2 Impact Discussion

For the purpose of determining the significance of the project's impact on noise, would the project result in:

1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
2) Generation of excessive groundborne vibration or groundborne noise levels?
3) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

3.13.2.1 *Thresholds of Significance*

The following criteria based on standards identified in the Building Code, CBC, General Plan, City Code, and City practice were used to evaluate the significance of environmental noise and vibration resulting from the project:

[61] City of Santa Clara. *2010-2035 General Plan Integrated Final EIR.* January 2011. Table 4.12-4.
[62] City of Santa Clara. *2010-2035 General Plan Integrated Final EIR.* January 2011. Table 4.14-4.
[63] City of San José. *Integrated Final Environmental Impact Report - Amendment to Norman Y. Mineta San José International Airport Master Plan*. April 2020. Figure 4.13-4.

- A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan or City Code.

- A significant impact would be identified if the construction of the project would expose persons to excessive vibration levels (refer to Table 3.13-1) at nearby structures. Groundborne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in cosmetic damage to structurally intact buildings constructed prior to the 1990s.

- A significant impact would be identified if traffic generated by the project or project improvements/operations would substantially increase noise levels at sensitive receptors in the vicinity. A substantial increase would occur if: a) the noise level increase is five dBA CNEL or greater, with a future noise level of less than the "normally acceptable" standard, or b) the noise level increase is three dBA CNEL or greater, with a future noise level equal to or greater than the "normally acceptable" standard.

- A significant noise impact would be identified if construction-related noise would temporarily increase ambient noise levels at sensitive receptors. For adjacent residential land uses, the impact would be significant if hourly average noise levels exceeded 60 dBA $L_{eq,}$ and the ambient noise level by at least five dBA L_{eq}, for a period of more than one year. For adjacent commercial land uses, the impact would be significant if hourly average noise levels exceeded 70 dBA L_{eq} and the ambient noise environment by at least five dBA L_{eq} for a period exceeding one year.

3.13.2.2 *Project Impacts*

Impact NOI-1:	The project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. **(Less than Significant Impact with Mitigation Incorporated)**

Construction Noise

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

The City exempts noise due to construction activities from the noise level performance standards for fixed sources of noise, when construction falls within the City's allowable hours of between 7:00 AM and 6:00 PM Monday through Friday, and between 9:00 AM and 6:00 PM on Saturdays. Outside of these hours, construction can take place but is subject to stricter noise restrictions,

depending on the nature of adjacent uses, as set forth in SCCC Chapter 9.10. Construction on Sundays or holidays is prohibited if there are residential properties within 300 feet.

For the present analysis, where noise from construction activities exceeds 60 dBA L_{eq} and exceeds the ambient noise environment by at least five dBA L_{eq} at noise-sensitive residential uses in the project vicinity for a period exceeding one year, the impact would be considered significant. For commercial uses, a significant impact would be identified if construction noise were to exceed 70 dBA L_{eq} and exceeds the ambient noise environment by at least five dBA L_{eq} for a period exceeding one year.

Construction activities for individual projects are typically carried out in stages. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating. Most demolition and construction noise falls with the range of 80 to 90 dBA at a distance of 50 feet from the source.

Construction activities generate considerable amounts of noise, especially during earth-moving activities and during the construction of the building's foundation when heavy equipment is used. The highest noise levels would be generated during grading, excavation, and foundation construction. The hauling of excavated materials and construction materials would generate truck trips on local roadways, as well. Construction activities would include site preparation, excavation, grading, trenching, building construction, paving, and architectural coating.

Construction of future projects under the Specific Plan would occur in proximity to nearby noise-sensitive receptors along El Camino Real and the surrounding residential neighborhoods. While specific development proposals are not known at this time, it is reasonable to estimate that future projects would occur within 50 to 100 feet of sensitive receptors. Further, developments throughout the Plan area are expected to be under construction for over a year. As described above, construction noise levels are typically between 80 to 90 dBA at a distance of 50 feet from the source. Construction projects under the Specific Plan would generate hourly average noise levels at nearby residential uses in excess of 60 dBA $L_{eq,}$ and the ambient noise level by at least five dBA L_{eq}, for a period of more than one year. In addition, construction projects under the Specific Plan would generate hourly average noise levels at nearby commercial uses in excess of 70 dBA L_{eq} and the ambient noise level by at least five dBA L_{eq}. This would constitute a significant noise impact.

Impact NOI-1: Land uses in the project vicinity would be exposed to a substantial temporary increase in ambient noise levels due to project construction activities. **(Significant Impact)**

Mitigation Measure: In addition to adhering to the City Code for construction hours, future development projects would be required to implement the following construction noise control measures to reduce construction noise levels at nearby land uses:

MM NOI-1.1: Develop and adhere to a construction noise control plan to be submitted to the City for review and approval prior to issuance of a demolition and/or grading permit, including, but not limited to, the following available controls.

- Ensure that construction activities (including the loading and unloading of materials and truck movements) within 300 feet of residentially zoned property are limited to the hours of 7:00 a.m. to 6:00 p.m. on weekdays and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays.

- Ensure that excavating, grading and filling activities (including warming of equipment motors) within 300 feet of residentially zoned property are limited to the hours of 7:00 a.m. to 6:00 p.m. on weekdays and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays within 300 feet of occupied residentially zoned property.

- Contractors equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.

- Contractors utilize "quiet" models of air compressors and other stationary noise sources where technology exists.

- Locate loading, staging areas, stationary noise-generating equipment, etc. as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses.

- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project area.

- Comply with Air Resource Board idling prohibitions of unnecessary idling of internal combustion engines.

- Construct solid plywood fences around construction sites adjacent to operational business, residences or noise-sensitive land uses.

- Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.

- Businesses, residences or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing. Designate a "construction liaison" that will be responsible for responding to any local complaints about construction noise. The liaison will determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.

- Include a disclosure in the lease of future tenants within the El Camino Real Specific Plan properties that provides information regarding the on-going construction activities within the area.

MM NOI-1.2: If pile driving occurs, the following best management practices shall be included in the construction noise control plan.

- During pile driving, pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.

- During pile driving activities, install "acoustical blankets" to provide shielding for receptors located within 100 feet of the site, or use a noise attenuating shroud on the pile driving hammer.

The implementation of the noise controls outlined above would reduce construction noise levels from development sites within the El Camino Real Specific Plan area in order to minimize disruption and annoyance. With the implementation of these controls, as well as the City Code limits on allowable construction hours, the impact would be reduced to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

Operational Noise

Stationary Equipment Noise Impacts Off-Site

Buildings developed within the Plan area would include mechanical equipment, such as heating and air conditioning systems. Typical air conditioning units and heat pumps for multi-family residential buildings would generate noise levels of approximately 55 to 60 dBA L_{eq} at a distance of 50 feet.[64] These noise levels would not exceed ambient noise levels in the Plan area. The City Code establishes noise and vibration level performance standards for fixed sources. Section 9.10.040 of the City Code limits noise levels at residences to 55 dBA during daytime hours (7:00 AM to 10:00 PM) and 50 dBA at night (10:00 PM to 7:00 AM) and noise levels at commercial uses to 65 dBA during daytime hours and 60 dBA during nighttime hours. Nearby residential development could experience elevated noise levels from these fixed sources that exceeds the City standards.

Impact NOI-1.3: Mechanical equipment from future projects located in close proximity to existing residential land uses could result in noise levels in exceedance of City standards for fixed sources. **(Significant Impact)**

Mitigation Measures: Future development within the Specific Plan area shall implement the following mitigation measures to ensure noise impacts from mechanical equipment are reduced to a less than significant level.

[64] Illingworth & Rodkin. Tasman East Specific Plan Noise and Vibration Assessment, Santa Clara, California. April 12, 2018.

MM NOI-1.3: Prior to the issuance of building permits, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the City's requirements. A qualified acoustical consultant shall be retained by the applicants for future development projects to review mechanical noise as the equipment systems are selected in order to determine whether the proposed noise reduction measures sufficiently reduce noise to comply with the City's residential noise limits. Noise reduction measures that would accomplish this reduction include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors.

By requiring a review of the mechanical equipment selected for future development projects, as well as its design and location within the project sites, project mechanical equipment would not generate long-term noise levels in exceedance of residential or commercial noise limits. **(Less than Significant Impact with Mitigation Incorporated)**

Project-Generated Traffic Noise

A significant impact would occur if the permanent noise level increase due to project-generated traffic at existing noise-sensitive receptors was three dBA CNEL or greater for existing ambient noise levels exceeding 55 dBA CNEL, or was five dBA CNEL or greater for existing ambient noise levels at or below 55 dBA CNEL. The existing ambient noise level in the Plan area is 68 dBA CNEL; therefore, the three dBA threshold was assumed to assess significant noise impacts. A three dB increase is equivalent to a doubling of traffic on local roadways. According to the Transportation Impact Analysis prepared for the proposed project by Fehr & Peers, the Specific Plan would result in a net increase in 12,980 daily trips on the local roadway system (from 72,504 trips without the project to 85,484 trips with the project). This increase in trips would not amount to a doubling of traffic on local roadways and the project would not generate a three dB increase in traffic noise. Therefore, project-generated traffic noise would not result in a significant permanent noise level increase. **(Less than Significant Impact)**

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

The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. Construction activities for future development would include site preparation work, foundation work, paving, and new building framing and finishing. The proposed project may require pile driving, which can cause excessive vibration.

For structural damage, the California Department of Transportation (Caltrans) recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards (which applies to most buildings constructed post-1990). For buildings built prior to 1990, and for buildings that are found to be structurally sound but where structural damage is a major concern, the vibration limit is 0.3 in/sec. Finally, Caltrans recommends a conservative limit of 0.08

in/sec PPV for buildings that are documented to be structurally weakened. The buildings throughout the Plan area are comprised of a mix of modern buildings and older (pre-1990) buildings. Although the number and locations of structurally weakened buildings in the vicinity of the Plan area has not been determined, the nearest City of Santa Clara Historic Property to the Plan area is the Trogden House, constructed in 1870. The house is located approximately 100 feet south of the Specific Plan boundary.

Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity, as shown in Table 3.13-3. The table presents typical vibration levels that could be expected from construction equipment at a distance of 25 feet.[65] Vibration levels would vary depending on soil conditions, construction methods, and equipment used.

Table 3.13-2: Vibration Source Levels for Construction Equipment

Equipment		**PPV at 25 feet (in/sec)**
Pile Driver (Impact)	upper range	1.158
	typical	0.644
Pile Driver (Sonic)	upper range	0.734
	typical	0.170
Clam Shovel Drop		0.202
Hydromill (slurry wall)	in soil	0.008
	in rock	0.017
Vibratory Roller		0.210
Hoe Ram		0.089
Large Bulldozer		0.089
Caisson Drilling		0.089
Loaded Trucks		0.076
Jackhammer		0.035
Small Bulldozer		0.003

Source: United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration. Transit Noise and Vibration Impact Assessment, May 2006.

Depending on the Specific Plan build out, the existing commercial and residential buildings located within and adjacent to the Plan Area could be exposed to construction vibration. Interpolating from the 25-foot distances shown in Table 3.13-2, new construction (excluding pile driving) could potentially generate vibration levels exceeding the 0.3 in/sec PPV threshold at distances as close as

[65] United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration. Transit Noise and Vibration Impact Assessment, May 2006.

18 feet away from existing commercial and residential buildings. For construction activities that include pile driving, the minimum distance for exceeding the threshold could be 86 feet.

Impact NOI-2: Existing and planned land uses in the project vicinity could be exposed to an increase in ambient vibration levels beyond applicable Caltrans vibration limits due to project construction activities. **(Significant Impact)**

Mitigation Measure: Future development projects under the Specific Plan would be required to implement the following mitigation measures which would lessen impacts related to excessive groundborne construction vibration and to reduce perceptibility at noise-sensitive sites:

MM NOI-2.1: Comply with the City Code construction hours requirements to limit the hours of exposure to surrounding properties. The City Code limits construction activities within 300 feet of residentially zoned property to the hours of 7:00 AM to 6:00 PM. on weekdays and between the hours of 9:00 AM. and 6:00 PM on Saturdays. No construction is permitted on Sundays or holidays within 300 feet of occupied residentially zoned property.

MM NOI-2.2: Avoid using vibratory rollers and tampers near sensitive areas, such as shared property lines with residential land uses. Whenever possible, use cast-in-drilled-holes piles for projects requiring deep foundations to reduce construction vibration**.**

MM NOI-2.3: When vibration-sensitive structures are within 18 feet of a project development site or within 86 feet of a project proposing pile-driving, survey the condition of existing structures and, when necessary due to the structure type and resulting vibration due to the construction activities proposed, perform site-specific vibration studies to direct construction activities. Contractors shall continue to monitor effects of construction activities on surveyed sensitive structures, notify the Community Development Director of any damage caused by vibration, and repair or compensate for any such damage caused by vibration within a time period established by the Community Development Director upon receiving notice pursuant to this measure. The results of the vibration monitoring shall be summarized and submitted in a report to the Community Development Director prior to issuance of an occupancy permit.

MM NOI-2.4: Construction management plans for construction projects that have the potential to exceed the applicable PPV threshold (0.5 in/sec for post-1990 buildings, 0.3 in/sec for pre-1990 buildings, 0.08 in/sec for structurally weakened buildings), particularly those involving pile driving, shall include predefined vibration reduction measures, notification requirements for properties within 200 feet of scheduled construction activities, and contact information for on-site coordination and complaints. The construction management plan shall be submitted to the City for review and approval prior to issuance of a demolition or grading permit.

MM NOI-2.5: Include a disclosure in the lease of future tenants within the El Camino Real Specific Plan properties that provides information regarding the ongoing construction activities within the area.

The implementation of the mitigation measures outlined above would reduce vibration impacts to less than significant. **(Less than Significant Impact with Mitigation Incorporated)**

Impact NOI-3:	The project would not expose people residing or working in the project area to excessive noise levels from Norman Y. Mineta San José International Airport. **(Less than Significant Impact)**

Norman Y. Mineta San José International Airport is a public-use airport located approximately 0.8 miles east of the easternmost extent of the Plan area. According to the 2037 CNEL Contours map contained in the Airport Master Plan Integrated Final EIR (April 2020), the Plan area is located outside of the 60 CNEL noise contours for the airport.[66] People residing or working in the project area would be exposed to noise levels below 60 CNEL. Such noise levels would be compatible with the proposed land uses with respect to the guidelines set forth in the CLUP. **(Less than Significant Impact)**

3.13.2.3 *Cumulative Impacts*

Impact NOI-C:	The project would not result in a cumulatively considerable contribution to a significant noise impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

Construction of future projects under the Specific Plan and cumulative projects in the City of Santa Clara may occur at the same time such that construction-related noise impacts could occur. However, all projects must incorporate noise and vibration reduction measures as identified in the City's General Plan and City Code. Additionally, measures to reduce noise and vibration to acceptable levels would be further refined during project-level analyses of noise and vibration impacts. Operational noise impacts of future projects under the Specific Plan would be below the City's thresholds of significance with implementation of MM NOI-1.3. Construction noise and vibration impacts would be reduced with implementation of MM NOI-1.1 and NOI-1.2 and MM NOI-2.1 through NOI-2.5; thus, the project's contribution to cumulative noise and vibration impacts would be less than significant. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

[66] City of San José. *Integrated Final Environmental Impact Report - Amendment to Norman Y. Mineta San José International Airport Master Plan*. April 2020. Figure 4.13-4.

3.14 POPULATION AND HOUSING

3.14.1 Environmental Setting

3.14.1.1 *Regulatory Framework*

State

Housing Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its Regional Housing Need Allocation; 2) produce an inventory of sites that can accommodate its share of the Regional Housing Need Allocation; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.[67] The City of Santa Clara Housing Element and related land use policies were last updated in December 2014.

Regional and Local

Plan Bay Area 2040

The Association of Bay Area Governments' Plan Bay Area 2040 is a long-range transportation, land-use and housing plan intended to support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution and GHG emissions in the Bay Area. Plan Bay Area 2040 promotes compact, mixed-use residential and commercial neighborhoods near transit, particularly within identified Priority Development Areas.[68]

The Association of Bay Area Governments allocates regional housing needs to each city and county within the nine-county San Francisco Bay Area, based on statewide goals. The Association of Bay Area Governments also develops forecasts for population, households, and economic activity in the Bay Area. The Association of Bay Area Governments, Metropolitan Transportation Commission, and local jurisdiction planning staff created the Regional Forecast of Jobs, Population, and Housing, which is an integrated land use and transportation plan through the year 2040 (upon which Plan Bay Area 2040 is based).

3.14.1.2 *Existing Conditions*

According to the California Department of Finance, the City had a population of approximately 129,104 residents as of January 2020.[69] The Association of Bay Area Governments anticipates that

[67] California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed March 11, 2020. http://hcd.ca.gov/community-development/housing-element/index.shtml.
[68] Association of Bay Area Governments and Metropolitan Transportation Commission. "Project Mapper." http://projectmapper.planbayarea.org/.
[69] California Department of Finance. *Table 2: E-5 City/County Population and Housing Estimates*. May 2020.

the City will continue to grow and projects that the population will reach 156,500 residents by 2040.[70]

According to the Existing Conditions Report prepared for the El Camino Real Specific Plan, the population in the El Camino Real Census Block Groups is approximately 27,163, distributed between 9,552 households. The Plan area consists of 2,500 residential units, amounting to an estimated population of 3,729 people.[71]

3.14.2 Impact Discussion

For the purpose of determining the significance of the project's impact on population and housing, would the project:

1) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

3.14.2.1 *Project Impacts*

Impact POP-1:	The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). **(Less than Significant Impact)**

The proposed Specific Plan would result in approximately 6,200 net new residential units throughout the Plan area. Based on population estimates obtained from the Santa Clara Travel Demand Forecasting model, the Specific Plan would result in population growth of approximately 14,162 persons. In relation to the overall existing population of Santa Clara, this would be an approximately 13 percent increase in population. However, the General Plan anticipates population growth of approximately 32,400 new residents through 2035. The proposed project is consistent with the growth envisioned by the General Plan for the El Camino Real Focus Area. Additionally, the General Plan identifies the need for more housing and includes numerous goals and policies to ensure that the City's housing needs are met (Goals 5.1.1-G5 and 5.3.2-G2, Policies 5.3.2-P1 and 5.3.2-P2). The proposed project would be consistent with General Plan policies adopted to increase housing supply in the City by amending the General Plan to allow greater housing development in the El Camino Real Focus Area. For these reasons, the proposed project would not induce substantial unplanned population growth, either directly or indirectly. **(Less than Significant Impact)**

[70] Association of Bay Area Governments. *Plan Bay Area Projections 2013*. December 2013.
[71] Fehr & Peers. *El Camino Real Specific Plan Transportation Impact Analysis – VMT Analysis Update Memorandum.* June 8, 2020.

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

The proposed project would result in a net increase in housing units and a net decrease in commercial uses throughout the Plan area. The existing housing units in the Plan area would not be removed and replacement housing would not need to be constructed. Existing commercial uses would be redeveloped upon project implementation, but this would not displace people or housing. Thus, there would be no impact. **(No Impact)**

3.14.2.2 *Cumulative Impacts*

Impact POP-C:	The project would not result in a cumulatively considerable contribution to a significant population and housing impact. **(Less than Significant Cumulative Impact)**

The proposed project would not remove any housing or displace any people. Cumulative projects in the City could potentially remove housing and/or facilitate unplanned growth; however, the project would not make any contribution to these impacts. The proposed project would promote residential growth within the parameters of the General Plan. **(Less than Significant Cumulative Impact)**

3.15 PUBLIC SERVICES

3.15.1 Environmental Setting

3.15.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (California Government Code Section 66477) was approved by the California legislature to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees due in lieu of parkland dedication to help mitigate the impacts from new residential developments. This legislation was initiated in 1980's in response to California's increased rate of urbanization and the need to preserve open space and provide parks and recreation facilities for California's growing communities. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two at the discretion of the City.

Government Code Section 65995 through 65998

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Government Code Sections 65995 through 65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

Developers are required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Local

City of Santa Clara 2010-2035 General Plan

The City of Santa Clara 2010-2035 General Plan includes policies and programs to provide public services throughout the City. Applicable General Plan policies include, but are not limited to, the following listed below.

Policies	Description
5.3.1-P9	Require that new development provide adequate public services and facilities, infrastructure, and amenities to serve the new employment or residential growth.
5.4.1-P7	Require provision of open space, or payment of in-lieu fees for open space, consistent with City regulations to adequately serve new development.

Policies	Description
5.4.3-P3	Provide pedestrian-oriented ground floor uses and a network of parks and public spaces to serve both residential and non-residential development.
5.4.7-P6	Encourage new comprehensive plans for Future Focus Areas to provide a full complement of uses, including neighborhood-oriented retail and commercial activities, open space, and public facilities.
5.4.7-P8	Require development of public amenities, including parks and open space, in the first phase of development for all Future Focus Areas.
5.9.1-P1	Develop additional parkland in the City so that it is integrated into neighborhoods and meets the standards for size, amenities and location to serve residents and employees.
5.9.1-P2	Develop new parks to serve the needs of the surrounding community based on the criteria for mini parks (less than one acre, appropriate for all areas), neighborhood parks (1-15 acres, appropriate for medium- and high density residential areas serving individual neighborhoods), and community parks (over 15 acres, appropriate for medium- and high-density residential areas serving the City as a whole).
5.9.1-P5	Encourage public visibility for all parks, trails and open spaces.
5.9.1-P7	Allow new parks in the general locations shown on the Land Use Diagram in all General Plan designations, except in areas designated for Light and Heavy Industrial uses.
5.9.1-P14	Encourage publicly accessible open space in new development.
5.9.1-P15	Provide opportunities for private maintenance of publicly accessible open space and trails.
5.9.1-P17	Foster site design for new development so that building height and massing do not overshadow new parks and plazas.
5.9.1-P18	Promote open space and recreational facilities in large-scale developments in order to meet a portion of the demand for parks generated by new development.
5.9.1-P20	Promote the continuation of parks per population ratio of 2.4 acres per 1,000 residents *(currently 2.6 acres/1,000 residents)* and explore the potential to increase the ratio to 3.0, based on the Parks and Recreation Needs Assessment (Parks Master Plan), referenced in Plan Prerequisite 5.1.1-P24.
5.9.3-P1	Encourage design techniques that promote public and property safety in new development and public spaces.
5.9.3-P3	Maintain a City-wide average three minute response time for 90 percent of police emergency service calls.
5.9.3-P4	Maintain a City-wide average three minute response time for fire emergency service calls.

Santa Clara City Code Chapter 17.35

The Santa Clara City Council adopted Ordinance No. 1928 adding Chapter 17.35 ("Park and Recreational Land") to Title 17 ("Development") of the Santa Clara City Code to help mitigate the impacts of new housing development growth on existing parkland subject to the provisions of the State of California Quimby Act and Mitigation Fee Act. Chapter 17.35 requires new residential developments to provide adequate park and recreational facilities and/or pay a fee in-lieu of parkland dedication at the discretion of the City. The City is currently meeting the standard of three acres per 1,000 residents per the Quimby Act provisions of the City Code and 2.60 acres per 1,000 residents per the Mitigation Fee Act provisions of the City Code with regard to neighborhood parks.

3.15.1.2 *Existing Conditions*

Fire Protection Services

Fire protection services are provided to the Plan area by the City of Santa Clara Fire Department (SCFD). The SCFD is comprised of approximately 180 fire service personnel and more than 60 reserve employees/volunteers.[72] The SCFD receives an average of 8,700 emergency calls per year, including hazardous materials, emergency medical, specialized rescue, and fires.

The SCFD consists of 10 stations distributed throughout the City. The closest station to the project site is the Santa Clara City Fire Department headquarters at 777 Benton Street, approximately 0.3 miles southeast of the Plan area's eastern boundary. Other nearby fire stations include Station 5, located approximately 0.4 miles north, and Station 7, located approximately 0.5 miles south.

Police Protection Services

Police protection services are provided in the Plan area by the City of Santa Clara Police Department (SCPD). The SCPD has approximately 239 full-time employees including 159 sworn officers and 80 civilians.[73] The SCPD headquarters is located on 601 El Camino Real, approximately 0.4 miles east of the Plan area's eastern boundary.

Schools

The Specific Plan area is located within the Santa Clara Unified School District (SCUSD). The Plan area crosses over several attendance boundaries for schools in the SCUSD.[74] Students in the project area attend the schools shown in Table 3.15-1 below.

Table 3.15-1: Existing Schools Serving the Plan Area

School	Approximate Distance	2018-2019 Enrollment[75]
Bowers Elementary School	0.4 miles north	282
Braly Elementary School	1.4 miles northwest	391
Briarwood Elementary School	0.4 miles north	319
Central Park Elementary School	0.5 miles south	399
Haman Elementary School	0.7 miles south	381
Pomeroy Elementary School	0.3 miles south	421
Scott Lane Elementary School	0.4 miles south	368

[72] City of Santa Clara. "History of the Fire Department." Accessed March 3, 2020. https://www.santaclaraca.gov/our-city/departments-a-f/fire-department/about-us/history
[73] City of Santa Clara. "Santa Clara Police Department: About Us." Accessed March 3, 2020. https://www.santaclaraca.gov/our-city/departments-g-z/police-department/about-us
[74] Santa Clara Unified School District. "SCUSD SchoolFinder." Accessed March 3, 2020. https://www.schfinder.com/SantaClaraUSD/
[75] California Department of Education, EdSource, Fiscal Crisis and Management Assistance Team/California School Information Services. "Education Data Partnership." Accessed March 3, 2020. http://www.ed-data.org/district/Santa-Clara/Santa-Clara-Unified.

Table 3.15-1: Existing Schools Serving the Plan Area		
Westwood Elementary School	1.3 miles south	392
Buscher Middle School	0.7 miles south	1,011
Cabrillo Middle School	0.4 miles north	908
Peterson Middle School	0.6 miles west	908
Santa Clara High School	0.5 miles south	1,967
Wilcox High School	0.9 miles north	1,961

In addition, Santa Clara University is located approximately 0.4 miles southeast of the Plan area. Santa Clara University is a private Jesuit university with an undergraduate enrollment of 5,571 (in Fall 2019) and 911 total faculty.[76]

Parks

The City of Santa Clara Parks and Recreation Department (Department) provides parks and recreational services in the City. The Department is responsible for maintaining and programming the various parks and recreation facilities, and works cooperatively with public agencies in coordinating all recreational activities within the City. Overall, the Department maintains and operates Central Park, a 45.04-acre community park (including 34.93 unimproved acres), 27 neighborhood parks (121.26 improved and 9.389 unimproved acres), 13 mini parks (2.59 improved and 3.19 unimproved acres), public open space (16.13 acres improved and 40.08 acres unimproved, resulting in 56.21 acres), recreational facilities (14.86 acres improved, 9.04 acres unimproved and excluding the Santa Clara Golf & Tennis Club and BMX track, resulting in 23.90 acres), recreational trails (7.59 acres improved and 0.20 unimproved acres) and joint use facilities (47.52 acres improved and 1.07 unimproved acres) throughout the City totaling approximately 254.99 improved acres. The City is currently meeting the parkland standard of three acres per 1,000 residents per the Quimby provisions of the City Code and 2.6 acres per 1,000 residents per the Mitigation Fee Act provisions of the City Code with regard to neighborhood parks.

The Plan area contains two public open spaces - Civic Center Park and a mini park (Geof Goodfellow Sesquicentennial Park). Central Park, a 45.04-acre community park, is located approximately 0.7 miles south of the Plan area (El Camino Real). Other nearby parks include Bowers Park (located approximately 0.4 miles north) and Steve Carli Park (located approximately 0.4 miles south).

Libraries and Community Centers

The City is served by three libraries: 1) Central Park Library located at 2635 Homestead Road (approximately 0.8 miles south of the Plan Area); 2) Mission Library Family Reading Center located at 1098 Lexington Street (approximately 0.5 miles south of the Plan area); and 3) Northside Branch Library located at 695 Moreland Way (approximately 2.9 miles north of the Plan area). These facilities total approximately 104,770 square feet and have approximately 457,210 items (books, periodicals and other materials) combined. With a current service population of 128,717, the SCCL provides approximately 0.81 square feet of library space per resident.

[76] Santa Clara University. "At a Glance." Accessed March 4, 2020. https://www.scu.edu/aboutscu/at-a-glance/

The nearest community centers to the Plan area are the Warburton Swim Center at 2250 Royal Drive (approximately 0.3 miles north) and the Santa Clara Youth Activity Center at 2450 Cabrillo Avenue (approximately 0.4 miles north). Additionally, the Santa Clara International Swim Center is located adjacent to Central Park, approximately 0.7 miles south of the Plan area.

3.15.2 Impact Discussion

For the purpose of determining the significance of the project's impact on public services, would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1) Fire protection?
2) Police protection?
3) Schools?
4) Parks?
5) Other public facilities?

3.15.2.1 *Project Impacts*

Impact PS-1:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services. **(Less than Significant Impact)**

The General Plan EIR concluded that the existing fire station facilities have capacity to absorb additional fire personnel (if needed to serve the buildout of the General Plan, which includes development of the Plan Area with additional residential uses) without the need to expand or construct new facilities.[77] The proposed project is located in proximity to several fire stations and future development under the Specific Plan would not impede the ability of nearby fire stations to serve the site or the surrounding areas. Future development under the Specific Plan would be constructed in accordance with the 2019 California Building Code. Individual projects would be assessed by the SCFD to determine if all necessary fire-safe building design measures are incorporated into building and site design. The increase in demand for fire services created by the project would not warrant the construction or expansion of fire facilities to maintain acceptable service ratios, response times, or other performance objectives. For these reasons, the proposed project would not result in a significant impact on fire services. **(Less than Significant Impact)**

[77] City of Santa Clara. *Integrated Final Environmental Impact Report for the City of Santa Clara Draft 2010-2035 General Plan.* SCH# 2008092005. Certified November 16, 2010. Pages 206-207.

Impact PS-2:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services. **(Less than Significant Impact)**

The proposed project would intensify the use of the site and increase the demand for police protection services in the project area. While the proposed Specific Plan would increase the demand placed on the SCPD, the increase in demand would not warrant the construction or expansion of police facilities. The General Plan EIR concluded that upon build out of the General Plan, existing fire facilities would be adequately prepared to serve the projected citywide population growth of 32,400 by 2035. The proposed Specific Plan would contribute to citywide population growth but would not exceed anticipated growth levels. For these reasons, implementation of the proposed project would not indirectly cause environmental impacts by requiring the construction or expansion of police facilities in the City. **(Less than Significant Impact)**

Impact PS-3:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools. **(Less than Significant Impact)**

The Specific Plan includes 6,200 new residential units, which would generate a range of approximately 124 to 868 school-aged students, depending on the number of apartments and condominium units versus townhome units in the Plan area.[78] Townhomes have a much higher student generation rate than apartments/condominiums. As discussed in the General Plan EIR, SCUSD can accommodate students from buildout of the General Plan with existing school facilities, by modifying school catchment areas, and/or by adding modular classrooms on existing campuses.[79] The General Plan expects new development to add an additional 2,000 students to schools in Santa Clara and the number of students generated by the proposed project would be within expected enrollment increases. As described in Section 3.15.1.2 Existing Conditions, there are numerous public schools that would serve potential students in the Plan area. To offset the project's effect on local school facilities, future development projects under the Specific Plan will pay school impact fees prior to issuance of a building permit, in accordance with state law (California Government Code Section 65996). Fees are assessed based upon the proposed square footage of the new development. Implementation of the proposed project would not substantially degrade existing school facilities or result in the need for new permanent facilities to be constructed; thus, impacts of the project would be less than significant. **(Less than Significant Impact)**

[78] Enrollment Projection Consultants. *SCUSD 2017-2018 Forecast Update Report*. January 3, 2018. Page 15. Assumes a transitional kindergarten to 12th grade unit student generation rate of 0.02 students per unit (for apartments and condominiums).
[79] City of Santa Clara. *City of Santa Clara Draft 2010 – 2035 General Plan: Integrated Final Environmental Impact Report*. Section 4.6.5.2, Schools and Community Facilities. January 2011.

Impact PS-4:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. **(Less than Significant Impact)**

The Specific Plan envisions new public open spaces and parks along El Camino Real; these spaces could include a neighborhood park on larger development sites or publicly accessible, privately owned plazas. Development under the Regional Commercial Mixed Use designation would be required to incorporate an open area or public plaza that functions as a community gathering space. Publicly accessible open spaces would be provided at ten percent of the lot area under this designation. By incorporating open spaces and parks into development in the Plan area, the demand placed on existing park facilities throughout the City would be reduced.

Future projects under the Specific Plan would be reviewed for consistency with the adopted development standards to ensure adequate open space areas are incorporated. Additionally, all new residential development would be required to comply with the City Parkland Dedication Ordinance (City Code Chapter 17.35), which requires project applicants to dedicate park and recreational facilities and/or pay a fee in-lieu of park dedication to mitigate the impacts of housing development growth on existing parkland and recreational facilities. For these reasons, the proposed project would have a less than significant impact on park facilities. **(Less than Significant Impact)**

Impact PS-5:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities. **(Less than Significant Impact)**

The future residents of the proposed Specific Plan would incrementally increase the demand on library facilities compared to existing conditions. As described in Section 3.15.1.2 Existing Conditions, with the current service population of 128,717 residents approximately 0.81 square foot of library space per resident is provided. The proposed project would result in population growth of approximately 14,162 persons, which would reduce the square footage of library space per resident to approximately 0.73 square foot per resident. While the proposed project would increase demand on library facilities, the General Plan EIR concluded that Central Park Library could serve anticipated new development along El Camino Real, while new library facilities may need to be constructed in the northern portion of the City.[80] The project would only facilitate new development along the El Camino Real corridor. Thus, there are adequate library facilities to meet project demand and no new library facilities would need to be constructed.

[80] City of Santa Clara. *City of Santa Clara Draft 2010 – 2035 General Plan: Integrated Final Environmental Impact Report*. January 2011. Page 209.

There are several community centers in the vicinity of the Plan area, as described in Section 3.15.1.2 Existing Conditions. Future residents of the Specific Plan would increase demand on these community centers; however, the General Plan EIR concluded that future demand following build out of the General Plan would not generate the need for additional community facilities. For these reasons and those described above, the proposed project would not result in a significant impact on libraries or community centers. **(Less than Significant Impact)**

3.15.2.2 *Cumulative Impacts*

Impact PS-C:	The project would not result in a cumulatively considerable contribution to a significant public services impact. **(Less than Significant Cumulative Impact)**

The geographic area for cumulative public services impacts is the City's boundaries. The General Plan EIR discussed the cumulative impact on public services from the buildout of the General Plan (which includes the development and growth proposed by the Specific Plan) and concluded that future development, consistent with existing regulations, would not result in significant impacts to public facilities. The in-lieu fees paid by projects developed under the Specific Plan would reduce cumulative impacts to school and park facilities. The incremental increase in density in the Plan area would not contribute to any cumulative impact to fire or police facilities which were previously determined to be adequate to serve development allowed under the General Plan. For these reasons, the implementation of the Specific Plan would not have a considerable contribution to a significant cumulative public services impact. **(Less than Significant Cumulative Impact)**

3.16 RECREATION

3.16.1 Environmental Setting

3.16.1.1 *Regulatory Framework*

State

Quimby Act

The Quimby Act (California Government Code Sections 66477) was approved by the California legislature to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees due in lieu of parkland dedication to help mitigate the impacts from new residential developments. The legislation was initiated in the 1980's in response to California's increased rate of urbanization and the need to preserve open space and provide parks and recreation facilities for California's growing communities. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two at the discretion of the City. The Santa Clara City Council adopted Ordinance No. 1928 adding Chapter 17.35 ("Park and Recreational Land") to Title 17 ("Development") of the Santa Clara City Code. The purpose is to help mitigate the impacts of the new housing development growth on existing parkland subject to the provisions of the State of California Quimby Act and Mitigation Fee Act.

Local

City of Santa Clara 2010-2035 General Plan

Applicable recreational services General Plan policies, include, but are not limited to, the following listed below.

Policies	Description
5.4.1-P1	Require that the mix of uses is consistent with the Regional Mixed Use land use classification and that development is pedestrian-oriented, with enhanced streetscapes, publicly accessible open space and plazas, and connections to surrounding neighborhoods.
5.9.1-P1	Develop additional parkland in the City so that it is integrated into neighborhoods and meets the standards for size, amenities and location to serve residents and employees.
5.9.1-P2	Develop new parks to serve the needs of the surrounding community based on the criteria for mini parks (less than one acre, appropriate for all areas), neighborhood parks (1-15 acres, appropriate for medium- and high density residential areas serving individual neighborhoods), and community parks (over 15 acres, appropriate for medium- and high-density residential areas serving the City as a whole).
5.9.1-P5	Encourage public visibility for all parks, trails and open spaces.
5.9.1-P14	Encourage publicly accessible open space in new development.
5.9.1-P15	Provide opportunities for private maintenance of publicly accessible open space and trails.
5.9.1-P17	Foster site design for new development so that building height and massing do not overshadow new parks and plazas.

Policies	Description
5.9.1-P18	Promote open space and recreational facilities in large-scale developments in order to meet a portion of the demand for parks generated by new development.
5.9.1-P20	Promote the continuation of parks per population ratio of 2.4 acres per 1,000 residents (currently 2.6 acres/1,000 residents) and explore the potential to increase the ratio to 3.0, based on the Parks and Recreation Needs Assessment (Parks Master Plan), referenced in Plan Prerequisite 5.1.1-P24 of the General Plan.

3.16.1.2 *Existing Conditions*

The City of Santa Clara Parks and Recreation Department (Department) provides parks and recreational services in the City. The Department is responsible for maintaining and programming the various parks and recreation facilities, and works cooperatively with public agencies in coordinating all recreational activities within the City. Overall, the Department maintains and operates Central Park, a 45.04-acre community park (45.04 acres improved and 34.93 acres unimproved), 27 neighborhood parks (121.26 acres improved and 9.39 acres unimproved), 13 mini parks (2.59 acres improved and 3.189 acres unimproved, resulting in 5.779 acres), public open space (16.13 acres improved and 40.08 acres unimproved resulting in 56.21 acres), recreational facilities (14.86 acres improved, 9.04 acres unimproved and excluding SCG&TC/BMX track, resulting in 23.898 acres), recreational trails (7.59 acres improved and 0.20 acres unimproved, resulting in 7.79 acres) and joint use facilities (47.52 acres) throughout the City totaling approximately 254.991 improved acres. The City is currently meeting the parkland standard of three acres per 1,000 residents per the Quimby provisions of the City Code and 2.60 acres per 1,000 residents per the Mitigation Fee Act provisions of the City Code with regard to neighborhood parks.

The Plan area contains two public open spaces - Civic Center Park and a mini park (Geof Goodfellow Sesquicentennial Park). Central Park, a 45.04-acre community park, is located approximately 0.7 miles south of the Plan area (El Camino Real). Other nearby parks include Bowers Park (located approximately 0.4 miles north) and Steve Carli Park (located approximately 0.4 miles south). There is a total of 89 acres of parks/recreational facilities within ½-mile of the Plan area, yielding a ratio of over three acres of park land per 1,000 residents.

3.16.2 Impact Discussion

For the purpose of determining the significance of the project's impact on recreation, would the project:

1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
2) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

3.16.2.1 *Project Impacts*

Impact REC-1:	The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. **(Less than Significant Impact)**

As described in Section 3.15 Public Services, all new residential development under the Specific Plan would be required to comply with the City Parkland Dedication Ordinance (City Code Chapter 17.35), which requires project applicants to dedicate park and recreational facilities and/or pay a fee in-lieu of park dedication to mitigate the impacts of housing development growth on existing parkland and recreational facilities. In-lieu fees would serve recreational facilities in the vicinity of the project and would contribute to the upkeep of existing facilities. Therefore, the proposed project would not result in the degradation of existing parks or recreational facilities. **(Less than Significant Impact)**

Impact REC-2:	The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. **(Less than Significant Impact)**

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The Specific Plan envisions new public open spaces along El Camino Real; these spaces could include more traditional neighborhood public parks on larger development sites or publicly accessible, privately owned plazas. A primary public open space would be centrally located within each new Activity Center in the Plan area. New small plazas, pocket parks, or other gathering spaces could also be implemented in the areas between Activity Centers. Open space sizes, uses, and design types would vary throughout the Plan area, with stormwater detention, swales, and green infrastructure generally integrated into the open spaces. The specific size, exact location, and configuration of each urban park or plaza site will be finalized through future development of individual parcels. Any proposed recreational facilities in the Plan area would be analyzed during the environmental review of individual development proposals. In this manner, mitigation measures will be identified and incorporated into individual development projects to reduce any impacts associated with recreational facilities. Therefore, the proposed Specific Plan would not result in significant impacts due to recreational facilities. **(Less than Significant Impact)** !

3.16.2.2 *Cumulative Impacts*

Impact REC-C:	The project would not result in a cumulatively considerable contribution to a significant recreation impact. **(Less than Significant Cumulative Impact)**

The geographic area for cumulative recreation impacts is the City's boundaries. The General Plan EIR discussed the cumulative impact on recreation facilities from the buildout of the General Plan and concluded that future development, consistent with existing regulations, would not result in significant impacts to recreational facilities. Future projects under the Specific Plan and cumulative projects outside of the Plan area would be subject to existing regulations to offset recreational

impacts. Therefore, the proposed project would not result in a significant cumulative recreation impact. **(Less than Significant Cumulative Impact)**

3.17 TRANSPORTATION

The following discussion is based on a Traffic Impact Analysis (TIA) prepared by *Fehr and Peers Transportation Consultants (Fehr & Peers)* in November 2019 and subsequently updated in November 2020. A copy of the 2020 TIA is included as Appendix D to this EIR.

In accordance with Section 15082 of the CEQA Guidelines, the City of Santa Clara prepared a Notice of Preparation (NOP) for this EIR. The NOP was circulated to local, state, and federal agencies on May 7, 2019. The standard 30-day comment period concluded on June 6, 2019. When the NOP was issued for this project, LOS was the CEQA transportation analysis methodology standard. This TIA conforms to the LOS requirements that were in place at that time. Although the project has established VMT as the current CEQA transportation methodology, the November 2019 analysis remains as part of the CEQA project documentation.

In June 2020, the City of Santa Clara adopted a new transportation analysis policy which established Vehicle Miles Traveled (VMT) as the CEQA transportation analysis methodology, replacing level of service (LOS), the previously established CEQA transportation analysis methodology. For that reason, an updated CEQA analysis was prepared by *Fehr & Peers* in November 2020 to identify VMT CEQA impacts consistent with State law. The LOS analysis, although no longer required by CEQA, is still required to meet the City's established General Plan Policy, adopted transportation operational analysis requirements, and the Santa Clara County Congestion Management Program.

Although the proposed project is located in the City of Santa Clara, transportation facilities outside of the City would be affected by the proposed project. Thus, the transportation impacts of the project were evaluated following the standards and methodologies set forth by the cities of Santa Clara and San José, the County of Santa Clara, and the VTA. Since the project would generate more than 100 peak hour vehicle trips, an analysis was prepared in accordance with the VTA's Congestion Management Program (CMP) guidelines. A copy of the traffic impact analysis is provided in Appendix D1 of this EIR.

Existing transit conditions in the TIA reflect typical transit operations under normal conditions (i.e. without any changes in operation due to construction or emergency). It is unknown at what rate transit agencies will resume or adjust operations as the COVID-19 pandemic continues.

3.17.1 Environmental Setting

3.17.1.1 *Regulatory Framework*

State

Caltrans

Caltrans has authority over the State highway system, which includes freeways, interchanges, and arterial State Routes (SR). El Camino Real is designated as SR 82 and under Caltrans jurisdiction. Caltrans transportation analysis requirements are described in the *Guide for the Preparation of Traffic Impact Studies* (Caltrans, 2002), which covers the information needed for Caltrans to review the impacts on state highway facilities. However, as the Congestion Management Agency, VTA is responsible for monitoring operations on Caltrans facilities within Santa Clara County and VTA's

Transportation Impact Analysis Guidelines are applied to the evaluation of Caltrans facilities within the City of Santa Clara. Caltrans programs and plans are described below.

Statewide Transportation Improvement Program

The California Transportation Commission (CTC) administers transportation programming. Transportation programming is the public decision-making process, which sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. STIP programming typically occurs every two years.

California Transportation Plan 2040

The California Transportation Plan (CTP) 2040 was adopted in 2016. The CTP is a statewide, long-range policy plan that presents a vision for California's future transportation system. The CTP defines goals, policies, and strategies to achieve a vision and recommended performance measures for assessing their effectiveness. Numerous strategic planning concepts are integrated into the CTP 2040, including previous long-range transportation plans and many related efforts including findings and recommendations from Caltrans' statewide long-range modal plans and programs, Regional Transportation Plans (RTPs), Sustainable Communities Strategies (SCSs), and rural transportation Plans.

Complete Streets (AB 1358)

Assembly Bill AB 1358, also known as the California Complete Streets Act of 2008, requires cities and counties to include complete streets policies in their general plans. These policies address the safe accommodation of all users, including bicyclists, pedestrians, motorists, public transit vehicles and riders, children, the elderly, and the disabled. These policies can apply to new streets as well as the redesign of corridors in a Study Area.

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a vehicle miles traveled (VMT) metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires the replacement of automobile delay—described solely by Level of Service (LOS) or similar measures of vehicular capacity or traffic congestion—with VMT as the recommended metric for determining the significance of transportation impacts. The Governor's Office of Planning and Research (OPR) approved the CEQA Guidelines implementing SB 743 on December 28, 2018. Local jurisdictions are required to implement a VMT policy by July 1, 2020.

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to utilize. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant. Notably, projects located within 0.50 mile of transit should be considered to have a less than significant transportation impact based on OPR guidance.

Regional

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including Santa Clara County. MTC is charged with regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2040 in July 2017, which includes an RTP to guide regional transportation investment for revenues from federal, state, regional and local sources through 2040.

Congestion Management Program

The VTA oversees the CMP, a program aimed at reducing regional traffic congestion. The relevant state legislation requires that all urbanized counties in California prepare a CMP in order to obtain each county's share of the increased gas tax revenues. CMP legislation requires that each CMP contain the following five mandatory elements: 1) a system definition and traffic level of service standard element; 2) a transit service and standards element; 3) a trip reduction and transportation demand management element; 4) a land use impact analysis program element; and 5) a capital improvement element. The Santa Clara County CMP includes the five mandated elements and three additional elements, including: a county-wide transportation model and database element, an annual monitoring and conformance element, and a deficiency plan element. The VTA has review responsibility for proposed development projects that are expected to affect CMP designated intersections.

Local

2010-2035 Santa Clara General Plan

All future development allowed by the proposed El Camino Real Specific Plan shall be in conformance with adopted City plans and policies. General Plan policies applicable to transportation/traffic include, but are not limited to, the following listed below. 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.

Policies	Description
5.8.1-P3	Identify opportunities to connect people to supportive services, public amenities and transit.
5.8.2-P1	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.
5.8.2-P2	Discourage widening of existing roadway or intersection rights-of-way without first considering operational improvements, such as traffic signal modifications, turn-pocket extensions and intelligent transportation systems.

Policies	Description
5.8.2-P3	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.
5.8.2-P9	Require all new development to provide streets and sidewalks that meet City goals and standards, including new development in employment areas.
5.8.3-P8	Require new development to include transit stop amenities, such as pedestrian pathways to stops, benches, traveler information and shelters.
5.8.3-P9	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.
5.8.3-P10	Require new development to participate in public/private partnerships to provide new transit options between Santa Clara residences and businesses.
5.8.4-P6	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.
5.8.4-P7	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.
5.8.4-P8	Require new development and public facilities to provide improvements, such as sidewalks, landscaping and bicycling facilities, to promote pedestrian and bicycle use.
5.8.4-P9	Encourage pedestrian- and bicycle-oriented amenities, such as bicycle racks, benches, signalized mid-block crosswalks, and bus benches or enclosures.
5.8.4-P10	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.
5.8.4-P13	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.
5.4.7-P8	Require development of public amenities, including parks and open space, in the first phase of development for all Future Focus Areas
5.4.7-P9	Emphasize walkability and access to transit and existing roadways in Future Focus Area comprehensive plans.
5.4.7-10	Provide access across expressways or major arterial streets so that new residential development in Future Focus Areas has adequate access to neighborhood retail, services and public facilities.

City of Santa Clara VMT Policy

The Santa Clara City Council adopted a VMT policy in compliance with SB 743 on June 23, 2020. The policy sets thresholds of significance for various land uses, using the countywide average VMT as the environmental baseline. To determine whether a project will have a significant transportation impact, project VMT is compared to the appropriate threshold. For residential land uses, the adopted threshold is 15 percent below the existing countywide VMT per capita. For employment uses, the adopted threshold is 15 percent below the existing countywide VMT per employee. For retail uses, the threshold is the existing countywide VMT for retail uses.

In addition to establishing the environmental baseline and thresholds of significance, the VMT policy establishes screening criteria for certain projects that are presumed to have a less than significant VMT impact. Projects which meet the screening criteria would not be required to quantify VMT and compare it to the City's adopted threshold. Projects which generate less than 110 daily vehicle trips

or less would be screened out from a quantitative VMT analysis and would be presumed to have a less than significant VMT impact. Retail land uses providing 50,000 square feet or less would be presumed to be less than significant. Transit supportive projects which are located within ½-mile of an existing major transit stop or an existing transit stop along a High Quality Transit Corridor would also be presumed to be less than significant, provided that a minimum density of 35 units/acre is met for residential projects, a minimum FAR of 0.75 is met for office/R&D projects, no excess parking is provided, and no affordable dwelling units are replaced.

All proposed projects are required to undergo environmental review as part of the approval process. This includes an analysis of CEQA impacts (VMT) and non CEQA operational measures of intersection efficiency (LOS). The City's VMT policy also establishes LOS as an operational measure of intersection efficiency, which is not defined as transportation environmental impact per CEQA.

City of Santa Clara Bicycle Plan

The City of Santa Clara Final Bicycle Plan Update (2018) provides a bikeway planning and design tool, which contains the policy vision, design guidance, and specific recommendations to guide public and private investments in active transportation bicycle facilities and related programs.

City of Santa Clara Emergency Operations Plan

The City of Santa Clara Emergency Operations Plan (EOP) was adopted in June 2016 by the Santa Clara City Council (City of Santa Clara, 2016). An EOP is required for each local government in California. The guidelines for the plan are from the Federal Emergency Management Agency (FEMA) and modified by the State Office of Emergency Services (OES). The purpose of the EOP is to provide the legal framework for the management of emergencies that affect the City and guidance for the conduct of businesses during an emergency at the designated Emergency Operations Center (EOC). The Plan consists of two parts: the Basic Plan and the Annexes. The Basic Plan is a legal document that outlines how the City of Santa Clara fulfills its legal requirements for emergency management within its jurisdiction. The Annexes contain functional guidance for the operation of the EOC. The Annexes include a checklist to address functions during earthquakes, flooding, dam failure, or hazardous materials release. The Plan also includes operational data such as listings of resources, key personnel, and essential facilities needed for conducting emergency operations. The EOC would be activated under the following conditions:

- Proclamation of a Local Emergency by a city official designated by local ordinance;
- Proclamation of a State of Emergency by the Governor of California;
- Automatic proclamation of a State of War Emergency as defined by the California Emergency Services Act.

Climate Action Plan

The City Council adopted the CAP on December 3, 2013 and is currently updating their plan, which it expects to release in 2020. The City's CAP defines the City's path toward creating a more sustainable, healthy and livable community. Related to transportation, the current CAP identifies VMT reduction requirements by district. The Plan area is within the El Camino Real Corridor district

and has requirements for the High Density Residential, Corridor Mixed Use and Regional Mixed-Use General Plan land use designations. The requirements include a total VMT reduction of 15 percent for the residential and 20 percent for the commercial land uses; of which five percent and ten percent, respectively, should come from transportation demand measures (TDM).

Neighborhood Traffic Calming Program

The City of Santa Clara maintains a Neighborhood Traffic Calming Program (NTCP). The NTCP was established by the City in 1999 to address and resolve neighborhood traffic concerns and quality of life issues including pedestrian safety, excessive cut-through traffic, speeding, parking control and prohibition, and limited site distance. The program provides a range of possible solutions to neighborhood traffic disruptions, organized by issue area. The NTCP aims to maintain a livable community, which include elements supporting security and safety of all residents and visitors, the sense of home and privacy, and the feeling of community identification (Santa Clara, 1999).

3.17.1.2 *Background Information*

Traffic conditions at the study intersections were evaluated using LOS. Level of service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or congested conditions with excessive delays. The various analysis methods are described below.

The City of Santa Clara level of service methodology is TRAFFIX, which is based on the Highway Capacity Manual (HCM) 2000 method for signalized intersections. This methodology evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, each of the cities' methodologies employs the CMP defaults values for the analysis parameters. The City of Santa Clara has LOS D as the minimum standard, except on CMP and expressway facilities within Santa Clara and roadways considered "regionally significant," which have a standard of LOS E consistent with County of Santa Clara standards. The correlation between average delay and level of service is shown in Table 3.17-1.

CMP Intersections

Since TRAFFIX is the designated level of service methodology for both the CMP and local municipalities, the CMP study intersections are not analyzed separately, but rather are among the local municipalities' signalized intersections analyzed using TRAFFIX. The only difference between the local municipalities' and CMP analyses is that project impacts are determined on the basis of a different level of service standard – the CMP level of service standard for signalized intersections is LOS E or better. Signalized intersection operations and impacts were evaluated based on the appropriate jurisdiction's LOS standards as summarized Table 3.17-2. For CMP study intersections included in this analysis, San José uses their locally adopted LOS standard, while all other jurisdictions use VTA's LOS standard.

Table 3.17-1: Signalized Intersection Level of Service Definitions		
Level of Service	**Description of Operations**	**Average Control Delay per Vehicle** (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 10.0
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	Greater than 80.0

Table 3.17-2: Intersection LOS Standards			
Local Jurisdiction	***Signalized Intersection Type***		
	City (or County) Controlled	CMP	Expressway
City of Santa Clara[1]	LOS D	LOS E	LOS E
City of Sunnyvale[2]	LOS D, except regionally significant roadways, including intersections along El Camino Real and Sunnyvale-Saratoga Road (LOS E threshold).	LOS E	LOS E
City of San Jose[3]	LOS D, except those governed by an Area Development Policy or protected intersection designation (LOS threshold varies by location)	LOS D	LOS E
VTA[4]	LOS E for all Santa Clara County CMP intersections; except for cities of Cupertino and San Jose that use their own standards CMP intersections within their City boundaries.	LOS E unless higher standard adopted by cities	N/A
Santa Clara County[5]	LOS E	LOS E	LOS E

Notes:
1. City of Santa Clara General Plan, 2010.
2. City of Sunnyvale General Plan, 2011.
3. City of San José, Council Policy 5-3.
4. VTA Congestion Management Program, 2017.
5. VTA Congestion Management Program, 2017.

Source: Fehr & Peers, November 2019.

Freeway Segments

The LOS for freeway segments is estimated based on vehicle density, considering vehicles per mile per lane, peak hour volume in vehicles per hour (vph), number of travel lanes, and average travel speed in miles per hour (mph). The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from high-occupancy vehicle (HOV) lanes (otherwise known as carpool lanes). Freeway LOS criteria are summarized in Table 3.17-3.

Table 3.17-3: Freeway Level of Service Based on Density		
Level of Service	**Description**	**Density** (vehicles/ mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	> 58.0

3.17.1.3 *Existing Conditions*

Existing Roadway Network

Regional and primary automobile access to the Plan area is provided by Lawrence Expressway, San Tomas Expressway, and El Camino Real. The following streets provide local access: Bowers Avenue, Kiely Boulevard, Scott Boulevard, Monroe Street, Lafayette Street, Halford Avenue, Flora Vista Boulevard, Nobili Avenue, Pomeroy Avenue, Calabazas Boulevard, Los Padres Boulevard, and Lincoln Street. These roadways are described below and illustrated on Figure 2.4-4**.**

El Camino Real (SR 82) is an arterial that runs (generally) north-south from San Francisco to San Jose and parallels US 101 and I-280. In the Plan area, El Camino Real has an east-west alignment and six travel lanes. The major intersections within the Plan area are controlled by traffic signals with the exception of the El Camino Real/Lawrence Expressway interchange. This interchange is grade-separated with a signalized exit and entrance ramps. In the City of Santa Clara's General Plan, El Camino Real is classified as an arterial.

Lawrence Expressway is an eight-lane, north-south roadway that extends between Saratoga Avenue and SR 237. One lane in each direction operates as an HOV lane from 6:00 AM to 9:00 AM and from 3:00 PM to 7:00 PM Monday through Friday. The major directions of traffic flow on this facility (and other north-south roadways in the area) are northbound in the morning and southbound in the evening.

San Tomas Expressway is a six- to eight-lane, north-south roadway that extends between SR 17 in Campbell and US 101 in the City of Santa Clara. One lane in each direction operates as an HOV lane from 6:00 am to 9:00 am and from 3:00 pm to 7:00 pm Monday through Friday.

Bowers Avenue is a four-lane, north-south arterial roadway that connects US 101 with El Camino Real. South of El Camino Real, Bowers Avenue becomes Kiely Boulevard.

Calabazas Boulevard is a two-lane, north-south connector roadway that provides a link between Monroe Street and Pomeroy Avenue. Calabazas Boulevard follows and is separated by Calabazas Creek for the majority of its length.

Flora Vista Avenue is a north-south, two-lane road that provides a connection across El Camino Real between Warburton Avenue and Benton Street. North of El Camino Real Flora Vista Avenue is designated at a local street and south it is a connector roadway.

Halford Avenue is a two-lane connector roadway that provides access between the residential and commercial areas north and south of El Camino Real and adjacent to Lawrence Expressway.
Kiely Boulevard is a four-lane, north-south arterial roadway within the city limits of Santa Clara that links El Camino Real to Stevens Creek Boulevard.

Lafayette Street is a four-lane, north-south arterial roadway that provides access to both US 101 and Interstate 880 (I-880) via Washington Street and Bascom Avenue.

Lincoln Street is a north-south, connector roadway that provides a link between Warburton Avenue and Winchester Boulevard. Lincoln Street is a four-lane road north of El Camino. From El Camino Real to Homestead Road, Lincoln Street is a two-lane road. Lincoln Street becomes Winchester Boulevard south of Homestead Road.

Los Padres Boulevard is a two-lane, north-south connector road that links residential areas to the north and south between Monroe Street and Pruneridge Avenue.

Monroe Street is a two-lane arterial roadway that provides access to residential areas surrounding the Plan Area. Monroe Street is an east-west roadway that links Lawrence Expressway, Calabazas Boulevard, Bowers Avenue, San Tomas Expressway, Scott Boulevard, and El Camino Real north of the Plan area. To the south Monroe Street provides a north-south connection between El Camino Real and the commercial and residential areas surrounding Westfield Valley Fair.

Nobili Avenue is a two-lane, north-south connector roadway that provides a link between El Camino Real and Monroe Street.

Pomeroy Avenue is a two-lane, north-south road that extends between Fowler Avenue and Pruneridge Avenue. South of El Camino Real, Pomeroy Avenue is designated as a collector street.

Scott Boulevard is a four-lane arterial roadway that provides access to the residential and office buildings near the Plan area. Scott Boulevard extends between Lawrence Expressway and Washington Street and intersects with several other arterial roadways in the City including Bowers Avenue, San Tomas Expressway, Monroe Street, and El Camino Real.

Existing Pedestrian and Bicycle Facilities

Pedestrian Facilities

Pedestrian connectivity within the Plan area is provided by a mostly complete network of sidewalks, crosswalks, and shared use paths. There are a few gaps in the sidewalk network on portions of San Tomas Expressway and Lawrence Expressway.

Signalized crossings on El Camino Real, which have pedestrian signals to provide safe pedestrian/bicycle crossings, are provided at Lafayette Street, Monroe Street, Lincoln Street, Scott Boulevard, Los Padres Boulevard, San Tomas Expressway, Bowe Avenue, Bowers Avenue – Kiely Boulevard, Calabazas Boulevard, Pomeroy Avenue, Nobili Avenue, Flora Vista Avenue, and Lawrence Expressway. In addition, pedestrian hybrid beacons (PHBs) are located along El Camino Real at the intersections of Morse Lane, Buchanan Drive, and Alpine Avenue. PHBs consist of three signal indicators, with a circular yellow indication centered below two horizontally aligned circular red indications. The signal remains dark until a pedestrian pushing a button activates the system.

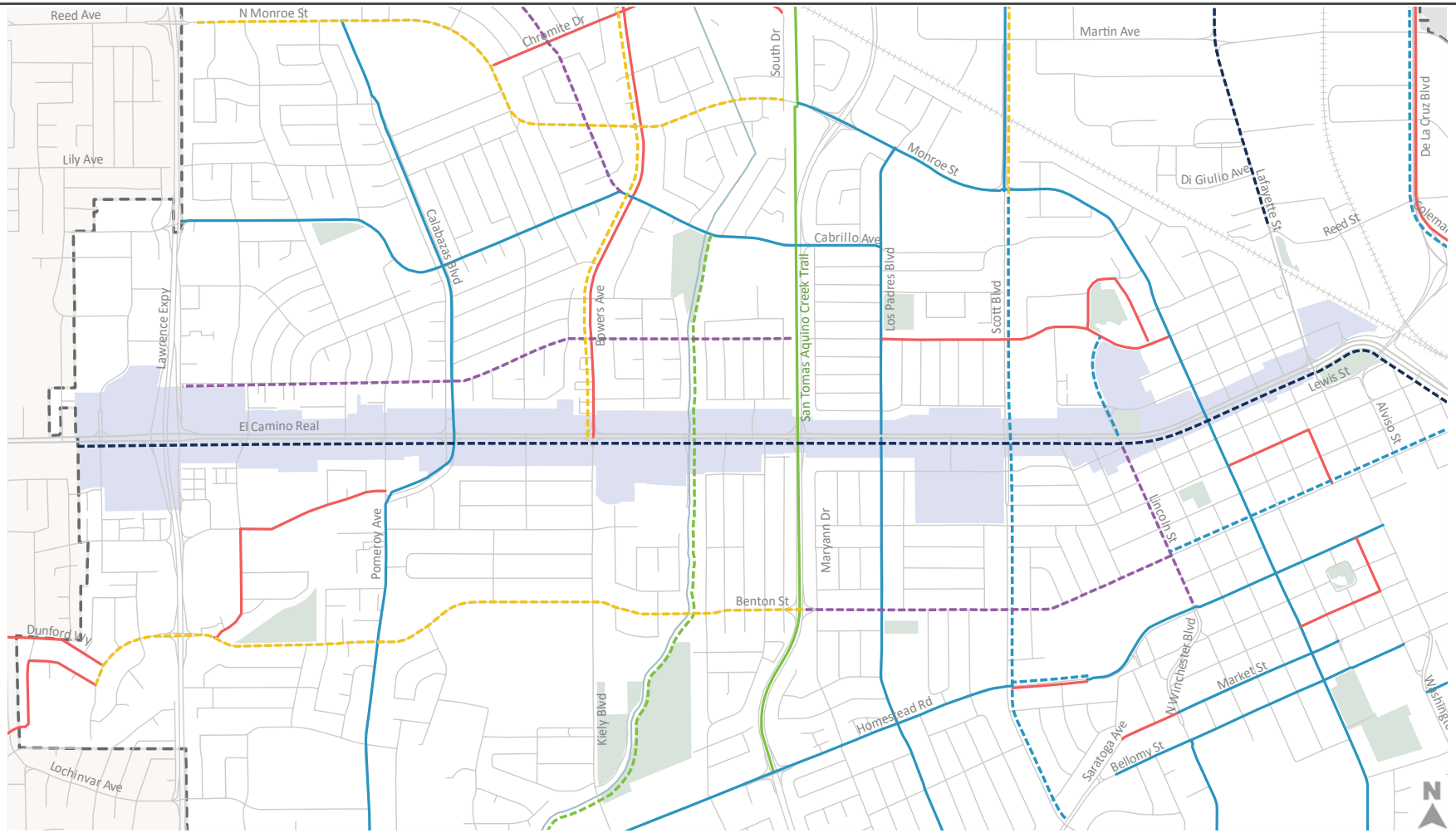
The closest rail station is the Santa Clara Transit station located on the east side of El Camino Real, southeast of the Plan Area. Pedestrians can either use El Camino Real to access the station or the pedestrian signals and crosswalks at Benton Street or Palm Drive.

Bicycle Facilities

Existing and planned bicycle facilities in the Plan area are shown on Figure 3.17-1. North-south bicycle connectivity to the El Camino Real area is good, with an off-street bicycle path along the San Tomas Aquino Creek that provides access between the Baylands Park Trail to the north and Homestead Road to the south. Bicycle lanes are present along Monroe Street, Los Padres, and Calabazas Boulevard. Calabazas Boulevard, in particular, features enhanced buffered bike lanes at the El Camino Real intersection. Several bicycle routes exist within the Plan area, including Lafayette Street, Scott Boulevard, and Bowers Avenue. Bicycles are permitted on Lawrence Expressway and San Tomas Expressway. East-west bicycle access is allowed along El Camino Real in the Plan area but there are no bicycle facility provisions. El Camino Real is designated as a "high caution" bike route within the County.

The *City of Santa Clara Bicycle Plan (2018)* identifies several bicycle infrastructure improvements near the Plan area, listed below and shown on Figure 3.17-1:

- Shared-Use Path (Class I): Along Saratoga Creek and Calabazas Boulevard
- Bicycle Lanes (Class II): Along Monroe Street, Lincoln Street north of El Camino Real, and Scott Boulevard
- Buffered Bicycle Lanes (Class IIB): Along Kiely Boulevard north of El Camino Real
- Bicycle Boulevard (Class IIIB): Along Lincoln Street south of El Camino Real
- Separated Bikeway (Class IV): Along El Camino Real, which is included as part of the El Camino Real Specific Plan



EXISTING AND PLANNED BICYCLE FACILITIES IN THE PLAN AREA | FIGURE 3.17-1

In addition to the City of Santa Clara Bicycle Plan improvements, the Specific Plan would allow in the interim condition the removal of on-street parking and installation of a Class II buffered or Class IV protected bicycle lane on both sides of El Camino Real (within the City limits) within the existing curb to curb dimension of the street. Parking would remain along properties without on-site parking.

VTA adopted the updated Santa Clara Countywide Bicycle Plan in May 2018, which includes a vision of ten Bicycle Superhighways and 57 identified Cross County Bicycle Corridors (CCBC). The Santa Clara Countywide Bicycle Plan synthesizes other local and county plans into a comprehensive 20-year cross-County bicycle corridor network and expenditure plan. Near the project area, the plan identifies El Camino Real, Lafayette Street, Monroe Street, San Tomas Expressway, San Tomas Aquino Creek Trail, Kiely Boulevard, Calabazas Boulevard, and Lawrence Expressway as Priority CCBC.

Existing Transit Service

This section summarizes local and regional transit connectivity in the Plan area, including bus, light rail, commuter rail, and public and private shuttles. The greater San Francisco Bay Area is served by an extensive public transit network of rail, buses, and ferries. Many of these transit providers offer regional transit mobility to employees, residents and visitors in Santa Clara. Transit systems that serve the Plan area are described below.

Santa Clara Valley Transportation Authority (VTA)

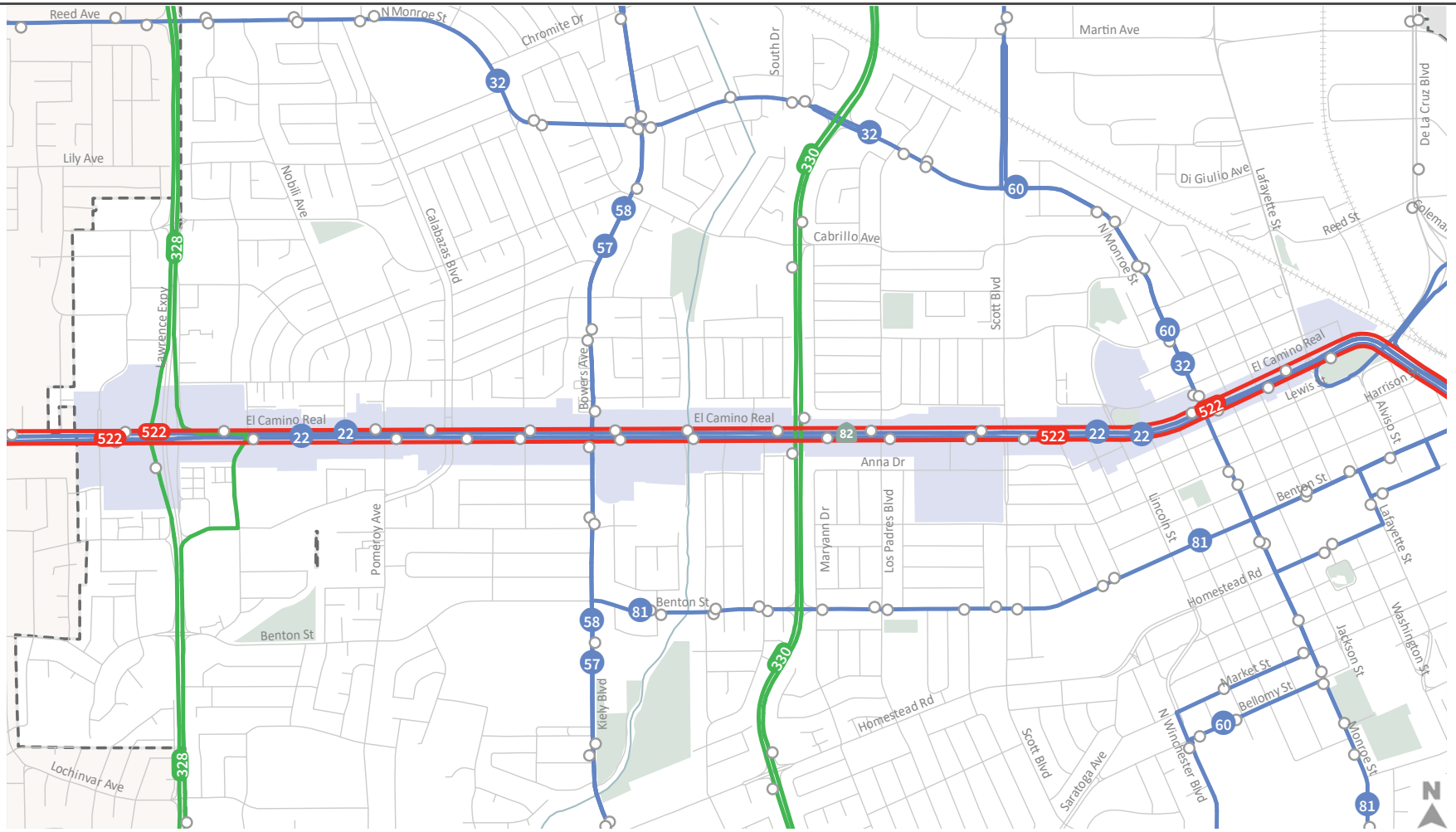
VTA provides light rail, bus and paratransit service to Santa Clara County, including the City of Santa Clara. Light rail trains operate at 15, 20, and 60-minute frequencies depending on the time of day. VTA bus routes generally operate either 24 hours or between 5:00 AM and 12:00 AM with varying headways. A map of VTA's existing bus routes within the Plan Area and surrounding areas is shown on Figure 3.17-2.

Caltrain

Caltrain provides inter- and intra-county commuter rail service from San Francisco County in the north through San Mateo County to Santa Clara County. Weekday trains are a mix of Baby Bullets, Limited, and Local trains. The nearest Baby Bullet Station is San José Diridon. Santa Clara Station, College Park Station and Lawrence Caltrain Station are closest to the Plan area, while the San José Diridon Station is located outside the Plan area, near downtown San José.

Altamont Corridor Express (ACE)

ACE provides passenger rail service across the Altamont corridor, extending between San José and Stockton and stops at the Santa Clara Station. ACE trains connect to Caltrain at the Santa Clara and San José Diridon Stations. ACE's hours of operation on weekdays for westbound trains are 4:20 AM to 9:17 AM; eastbound trains operate between 3:35 PM and 8:50 PM. Trains depart approximately every hour during service hours.



EXISTING TRANSIT SERVICES IN THE PLAN AREA

FIGURE 3.17-2

Capitol Corridor

Capitol Corridor provides intercity passenger rail service to Sacramento, Oakland, and San José with Amtrak Thruway bus connections to nearby cities and includes a stop at the Santa Clara Station. Capitol Corridor trains operate between 4:30 AM and 11:30 PM. Trains depart about every hour to two hours during weekdays. The closest Capitol Corridor station is the San José Diridon Station.

Existing Truck Routes

The Santa Clara General Plan highlights the importance of the movement of trucks and freight through the City's transportation network while recognizing the need to protect neighborhoods from adverse noise and vibration impacts. Truck travel is focused along the City of Santa Clara's arterials and is discouraged on local and collector streets, except for deliveries to destinations that can only be accessed by those streets.

Analysis Scenarios

Traffic conditions at 55 study intersections were analyzed for both the weekday AM and PM peak hours. The AM peak hour is expected to occur between 7:00 AM and 9:00 AM and the PM peak hour is expected to occur between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most traffic congestion occurs on the roadways. Traffic conditions were evaluated for the following scenarios.

Scenario 1 (*Existing Conditions).* Existing volumes obtained from existing/new traffic counts.

Scenario 2 (*Existing with Project Conditions).* Volumes from Scenario 1 plus net-added traffic generated by build out of the project.

Scenario 3 (Background Conditions). Existing volumes plus traffic estimates from "approved but not yet built" and "not occupied" developments in the area.

Scenario 4 (Background with Project Conditions) Volumes from Scenario 3 plus net-added traffic generated by build out of the project.

Scenario 5 (Cumulative Conditions) Volumes from Scenario 3 plus traffic generated from the City of Santa Clara's Travel Demand Forecasting model for the year 2035.

Scenario 6 (Cumulative with Project Conditions) Scenario 5 volumes plus net-added traffic generated by the project.

Study Intersections and Freeway Segments

The traffic analysis determined the impacts of the proposed project on key signalized intersections and freeway segments in the vicinity of the project site.

Existing Intersection Levels of Service

Existing intersection lane configurations, signal timings, and peak hour turning movement volumes were used to calculate the levels of service for the study intersections during each peak hour. The results are presented in Table 3.17-4.

Table 3.17-4: Existing Intersection Levels of Service

						Existing	
#	***Intersection***	***Control[1]***	***Jurisdiction***	***LOS Threshold***	***Peak Hour[2]***	***Delay[3]***	***LOS[4]***
1	El Camino Real/Wolfe Rd.	Signal	CMP/ Sunnyvale	E	AM PM	40.7 46.4	D D
2	El Camino Real/ Halford Ave.	Signal	Santa Clara	D	AM PM	19.0 22.4	B- C+
3	El Camino Real/ Lawrence Expy.	Signal	CMP/SCC	E	AM PM	26.8 28.8	C C
4	El Camino Real/Flora Vista Ave.	Signal	Santa Clara	D	AM PM	20.3 25.7	C+ C
5	El Camino Real/ Calabazas Blvd.	Signal	Santa Clara	D	AM PM	28.7 32.7	C C-
6	El Camino Real/Kiely Blvd.-Bowers Ave.	Signal	CMP/Santa Clara	E	AM PM	28.9 30.4	C C
7	El Camino Real/Bowe Ave.	Signal	Santa Clara	D	AM PM	12.5 14.3	B B
8	El Camino Real/San Tomas Expy.	Signal	CMP/SCC	E	AM PM	53.3 **94.0**	D- **F**
9	El Camino Real/ McCormick Dr.	Signal	Santa Clara	D	AM PM	10.6 20.6	B+ C+
10	El Camino Real/Scott Blvd.	Signal	CMP/Santa Clara	E	AM PM	34.6 38.2	C D+
11	El Camino Real/ Lincoln St.	Signal	CMP/Santa Clara	E	AM PM	29.6 24.9	C C
12	El Camino Real/ Monroe St.	Signal	CMP/Santa Clara	E	AM PM	33.4 34.6	C- C-
13	El Camino Real/ Lafayette St.	Signal	CMP/Santa Clara	E	AM PM	42.3 39.8	D D
14	El Camino Real/ Harrison St.	SSSC	Santa Clara	D	AM PM	11.6 13.4	B B
15	El Camino Real/ Benton St.	Signal	Santa Clara	D	AM PM	16.6 26.0	B C
16	El Camino Real/The Alameda	Signal	CMP/Santa Clara	E	AM PM	12.3 16.2	B B
17	Lawrence Expy./ Northbound US 101	Signal	SCC	E	AM PM	11.4 12.0	B+ B
18	El Camino Real/ Southbound US 101	Signal	SCC	E	AM PM	10.6 72.4	B+ E

Table 3.17-4: Existing Intersection Levels of Service							
19	Lawrence Expy./ Oakmead Pkwy.	Signal	SCC	E	AM PM	41.1 46.3	D D
20	Lawrence Expy./ Arques Ave.	Signal	CMP/SCC	E	AM PM	38.3 71.6	D+ E
21	Lawrence Expy./Kifer Rd.	Signal	SCC	E	AM PM	39.6 65.8	D E
22	Lawrence Expy./ Monroe St.	Signal	CMP/SCC	E	AM PM	54.6 61.8	D- E
23	Lawrence Expy./ Cabrillo Ave.	Signal	SCC	E	AM PM	34.6 31.9	C- C
24	Lawrence Expy./ Benton St.	Signal	SCC	E	AM PM	58.8 41.5	E+ D
25	Lawrence Expy./ Lochinvar Ave.	Signal	SCC	E	AM PM	25.9 25.1	C C
26	Lawrence Expy./ Homestead Rd.	Signal	CMP/SCC	E	AM PM	62.0 65.9	E E
27	Lawrence Expy./ Pruneridge Ave.	Signal	SCC	E	AM PM	53.1 48.0	D- D
28	San Tomas Expy./ Mission College Blvd.	Signal	CMP/SCC	E	AM PM	47.9 66.7	D E
29	San Tomas Expy./ Monroe St.	Signal	CMP/SCC	E	AM PM	39.3 38.5	D D+
30	San Tomas Expy./ Cabrillo Ave.	Signal	SCC	E	AM PM	28.2 20.6	C C+
31	San Tomas Expy./ Benton St.	Signal	SCC	E	AM PM	38.5 37.3	D+ D+
32	San Tomas Expy./ Homestead Rd.	Signal	CMP/SCC	E	AM PM	49.6 39.7	D D
33	Bowers Ave./Cabrillo Ave.	Signal	Santa Clara	D	AM PM	23.3 28.4	C C
34	Bowers Ave./Monroe St.	Signal	Santa Clara	D	AM PM	30.2 33.1	C C-
35	Bowers Ave/Kifer Rd.-Walsh Ave.	Signal	Santa Clara	D	AM PM	34.4 34.1	C- C-
36	Bowers Ave./Central Expy.	Signal	CMP/SCC	E	AM PM	50.2 53.8	D D-
37	Kiely Blvd./Benton St.	Signal	Santa Clara	D	AM PM	34.4 36.5	C D+
38	Kiely Blvd./ Homestead Rd.	Signal	Santa Clara	D	AM PM	35.7 40.3	D+ D
39	Scott Blvd./Monroe St.	Signal	Santa Clara	D	AM PM	35.3 30.8	D+ C
40	Scott Blvd./Walsh Ave.	Signal	Santa Clara	D	AM PM	25.3 29.8	C C

Table 3.17-4: Existing Intersection Levels of Service							
41	Scott Blvd./Central Expy.	Signal	CMP/SCC	E	AM PM	45.0 60.8	D E
42	Scott Blvd./Clay St.	Signal	Santa Clara	D	AM PM	11.0 20.3	B+ C+
43	Scott Blvd./Harrison St.	SSSC	Santa Clara	D	AM PM	31.4 **62.0**	D **F**
44	Scott Blvd./Benton St.	Signal	Santa Clara	D	AM PM	18.1 16.5	B- B
45	Scott Blvd./ Homestead Rd.	Signal	Santa Clara	D	AM PM	16.0 16.4	B B
46	Lawrence Expy. Southbound/Stevens Creek Blvd.	Signal	CMP/SCC	E	AM PM	25.9 26.1	C C
47	Lawrence Expy. Northbound/Stevens Creek Blvd.	Signal	CMP/SCC	E	AM PM	31.6 28.0	C C
48	Lawrence Expy./ Calvert Dr. - I-280 Southbound	Signal	CMP/SCC	E	AM PM	32.8 42.1	C- D
49	Bowers Ave./Scott Blvd.	Signal	CMP/Santa Clara	E	AM PM	39.5 31.6	D C
50	San Tomas Expy/Scott Blvd.	Signal	CMP/SCC	E	AM PM	35.8 50.7	D+ D
51	San Tomas Expy./Walsh Ave.	Signal	SCC	E	AM PM	40.8 50.7	D D
52	San Tomas Expy./Forbes Ave.	Signal	SCC	E	AM PM	25.4 17.8	C B
53	San Tomas Expy./Pruneridge Ave.	Signal	SCC	E	AM PM	63.0 63.8	E E
54	The Alameda/I-880 Southbound	Signal	CMP/San Jose	E	AM PM	20.1 13.9	C+ B
55	The Alameda/I-880 Northbound	Signal	CMP /San Jose	E	AM PM	24.4 22.0	C C+

Notes: 1. Intersection control. Signal = signalized intersection. SSSC = side-street stop-controlled intersection

2. AM = morning peak hour, PM = evening peak hour.

3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections and all-way stops-controlled intersections. For Side-Street Stop-Controlled intersections, values reported are whole intersection average (worst approach).

4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which apply the methods described in the 2000 Highway Capacity Manual.

Bold text indicates unacceptable operations by jurisdiction level of service standard

The results of the LOS calculations indicate that all study intersections currently operate at acceptable levels during the peak hours with the exception of the following:

- Intersection # 8 - El Camino Real / San Tomas Expressway: LOS F in the PM peak hour; and
- Intersection # 43 - Scott Boulevard / Harrison Street: LOS F in the PM peak hour.

Field Observations

Field observations were conducted in September and October 2019 while area schools were in session to verify the calculated LOS calculations and observe overall transportation characteristics along the El Camino Real, Lawrence Expressway, and San Tomas Expressway corridors. Intersection operations, including intersection delay, queue lengths, and signal timing parameters, were used to verify the LOS calculations. Field observations were consistent with LOS calculation results.

Existing Freeway Levels of Service

A freeway segment is defined as the portion of the freeway between two interchanges, by direction, with mixed-flow and HOV lanes evaluated separately. Pursuant to VTA guidelines, freeway segments are selected for analysis when: a) the project site is adjacent to a freeway segment, b) project access is provided using various interchanges, and/or c) the project is anticipated to add more than one percent to any segment's capacity during both/either peak hour. The El Camino Real corridor is not directly adjacent to a freeway segment and in general is over a mile from any freeway interchanges. Table 3.17-5 shows whether the project would add more than one percent to each of the segment's capacity during the peak hour. As previously discussed, the project would replace commercial uses with residential uses, which causes shifts in travel patterns throughout the area as existing trips divert to other commercial areas and new trips from the new residential uses connect to employment centers. This results in negative trips for the diverted commercial trips and added trips for the new residential uses. At some freeway segments, this difference causes net negative project trips added.

Table 3.17-5: Freeway Segment Capacity and Trips Added

Freeway Segment	Direction	Peak Hour[1]	Existing Plus Project Conditions			
			Project Trips Added		Trip Added >1% of Density?[2]	
			Mixed	HOV	Mixed	HOV
US 101						
Bowers Avenue – Great America Parkway to Lawrence Expressway	NB	AM	14	1	No	No
		PM	5	1	No	No
	SB	AM	1	0	No	No
		PM	8	1	No	No
Lawrence Expy. To North Fair Oaks Ave.	NB	AM	-4	-1	No	No
		PM	-1	0	No	No
	SB	AM	-4	-1	No	No
		PM	27	3	No	No

Table 3.17-5: Freeway Segment Capacity and Trips Added						
I-280						
Stevens Creek Blvd. to Lawrence Expy.	EB	AM PM	-3 15	-1 2	No No	No No
	WB	AM PM	27 8	3 1	No No	n/a n/a
Lawrence Expy. To Saratoga Ave.	EB	AM PM	22 7	3 1	No No	No No
	WB	AM PM	-4 18	-1 2	No No	No No
I-880						
North of The Alameda	NB	AM PM	8 20	-	No No	-
	SB	AM PM	-6 12	-	No No	-
South of The Alameda	NB	AM PM	6 -10	-	No No	-
	SB	AM PM	-3 1	-	No No	-
Notes: 1. AM = morning peak hour, PM = evening peak hour. 2. Do the trips added exceed one percent of the freeway segment's capacity?						

Source: *2016 Monitoring & Conformance Report, VTA, May 2017; Fehr & Peers, January November 2019*

As shown in the table, the one percent threshold is not met for any of the freeway segments that provide direct access to the study area, therefore, no further freeway segment LOS analysis was conducted.

3.17.1.4 *Background Conditions*

This section discusses the results of the intersection level of service calculations under Background Conditions both without and with the project. Traffic volumes for Background No Project Conditions comprise existing volumes plus traffic generated by "approved but not yet built" and "not occupied" developments to account for growth in the study area. Background Plus Project Conditions are defined as Background No Project Conditions plus traffic generated by the project, and are listed below in Table 3.17-15 in *Section 3.17-3 Non-CEQA Effects*.

Background Traffic Volumes

A list of "approved but not yet built" and "not occupied" development projects was provided to Fehr & Peers by Santa Clara City staff. Trip generation estimates for these projects were obtained from their respective traffic reports or estimated based on trip generation rates published in the ITE's Trip

Generation Manual (10th Edition). One of the largest and most relevant projects is Phases 1, 2 and 3 of the City Place project. Background development projects in Sunnyvale and San Jose near the study area were also obtained. Vehicle trips for each of the background projects were then assigned to the roadway network based on population and employment data, existing and estimated future travel patterns, and recent traffic impact analyses completed in the area. A list of approved and not occupied projects is included in Appendix D of the Fehr & Peers report. Trip estimates were added to the existing volumes to represent Background No Project Conditions.

Background Transportation Network

The roadway network under Background Conditions includes planned and fully funded improvements identified by the City of Santa Clara, including improvements required for the City Place development. Roadway improvements within the study area that were included in the analysis are summarized in Table 3.17-6.

Table 3.17-6: Roadway Improvement Projects for Background Conditions

Intersection		*Improvement*	*Source*
24	Lawrence Expy./Benton St.	Second southbound left-turn lane. Second eastbound left-turn lane.	City Place
26	Lawrence Expy./Homestead Rd.	Third eastbound through lane. Third westbound through lane.	City Place
36	Bowers Ave./Central Expwy.	Third southbound left-turn lane. Third eastbound left-turn lane.	City Place
51	San Tomas Expy./Walsh Ave.	Second eastbound left-turn lane.	City Place
53	San Tomas Expy./Pruneridge Ave.	Second northbound left-turn lane	City Place

Source: Fehr & Peers, March 2018.

3.17.2 Impact Discussion

For the purpose of determining the significance of the project's impact on transportation, would the project:

1) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities?
2) For a land use project, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?
3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?
4) Result in inadequate emergency access?

Based on the State CEQA Guidelines and thresholds used by the City of Santa Clara and surrounding jurisdictions (see CEQA Guidelines § 15064.7), the following significance criteria were used to evaluate project-level and cumulative impacts of the El Camino Real Specific Plan.

3.17.2.1 *Signalized Intersection Impact Criteria*

Significance criteria for signalized intersections are discussed below. For all jurisdictions, acceptable operating conditions would be achieved when measures are implemented that would restore intersection conditions to the jurisdiction's LOS standard or to an average delay that is better than without project conditions. Signalized intersection operations were evaluated based on the appropriate jurisdiction's thresholds as discussed in the following paragraphs.

City of Santa Clara

The City of Santa Clara has established a minimum acceptable operation level of LOS D for local streets (*City of Santa Clara General Plan*, 2011). The City of Santa Clara defers to VTA and applies an LOS E threshold to CMP intersections. Unacceptable operating levels at signalized City of Santa Clara intersections would occur when the addition of project traffic causes one of the following:

- Intersection operations to degrade from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F); or
- Exacerbates unacceptable operations by increasing the critical delay by four seconds or more, and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

City of Sunnyvale

The City of Sunnyvale has established a minimum acceptable operation level of LOS D for local streets and LOS E for regionally significant roadways, including Saratoga-Sunnyvale Road within the study area (*City of Sunnyvale General Plan*, 2011). The City of Sunnyvale defers to VTA and applies an LOS E threshold to CMP intersections. Unacceptable operating levels at signalized City of Sunnyvale intersections would occur when the addition of project traffic causes one of the following:

- Intersection operations to degrade from an acceptable level (LOS D or better for local streets and LOS E or better for regionally significant roadways and CMP intersections) to an unacceptable level (LOS E or F for local streets and LOS F for regionally significant roadways and CMP intersections); or
- Exacerbates unacceptable operations by increasing the critical delay by four seconds or more, and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

City of San José

On February 27, 2018, the San José City Council adopted Council Policy 5-1, which replaced Council Policy 5-3. In response to SB 743, Council Policy 5-1, which went into effect March 29, 2018, removes transportation LOS and replaces it with VMT analysis as a measure of transportation

impacts. The guidance in San José's Council Policy 5-3 has been followed for purposes of this analysis.

San José's Council Policy 5-3 "Transportation Level of Service" guides transportation analysis and impact determination for the City of San José. San José's minimum threshold for acceptable signalized intersection operations is LOS D, unless governed by an Area Development Policy.

Unacceptable operating levels at signalized City of San José study intersections would occur when the addition of project traffic causes one of the following:

- Intersection operations to deteriorate from an acceptable level of service (LOS D or better) to an unacceptable level (LOS E or LOS F); or,
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

3.17.2.2 *Unsignalized Intersections*

Unsignalized Intersections LOS Standards

A level of service analysis at unsignalized intersections is generally used to determine the need for modifying the type of intersection control (i.e., all-way stop or signalization). As part of this evaluation, traffic volumes, delays, and peak hour traffic signal warrants are evaluated to determine if the existing intersection control is appropriate. Both unsignalized study intersections are within the City of Santa Clara. The City does not have an adopted LOS threshold for unsignalized intersections. However, the City generally uses LOS E as a minimum acceptable operating level.

Unsignalized Intersections Impact Criteria

Based on previous studies, significant impacts are defined to occur when the addition of project traffic degrades operations to LOS F and the intersection satisfies the peak hour volume signal warrants from the *California Manual on Uniform Traffic Control Devices* (MUTCD) (2012).[81]

3.17.2.3 *Pedestrian and Bicycle Impact Criteria*

The Mobility and Transportation section of the General Plan describes related policies necessary to ensure the transportation network is a safe, efficient, convenient and integral system to move people and goods, while also promoting the reduction of personal vehicles and VMT. Using the General Plan as a guide, unacceptable conditions at these facilities would occur if a project or an element of a project would:

[81] The peak-hour signal warrant analysis should not serve as the only basis for deciding whether and when to install a traffic signal. To reach such a decision, the full set of warrants should be investigated based on a thorough study of traffic and roadway conditions by an experienced engineer. The decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency should undertake regular monitoring of actual traffic conditions and accident data and timely reevaluation of the full set of warrants in order to prioritize and program intersections for signalization.

- Disrupt or eliminate existing pedestrian and bicycle facilities, or
- Create a hazardous condition that currently does not exist for pedestrians or bicyclists, or otherwise interfere with bicycle and pedestrian accessibility to the site and adjoining areas; or
- Increase conflicts between drivers, pedestrians, and/or bicyclists, or
- Conflict with an existing or planned pedestrian or bicycle facility; or
- Conflict with policies related to bicycle and pedestrian activity adopted by the City of Santa Clara for facilities within the City.

Pursuant to the VTA TIA Guidelines, any mitigation measure identified in this TIA that would change the roadway geometry or signal operations must be evaluated to determine their effects on the quality of service (QOS) for bicyclists and pedestrians. For the purposes of this analysis, effects of potential improvement measures on pedestrian and bicycle travel were qualitatively evaluated.

3.17.2.4 *Project Impacts*

Impact TRN-1:	The project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities. **(Less than Significant Impact)**

Pedestrian and Bicycle Impacts

Bicycle Circulation

Existing and proposed bicycle and pedestrian facilities in the project area are shown on Figures 2.4-6 and 2.4-7, respectively. A key element of the Specific Plan is the provision of a cycle track along El Camino Real that includes separated and protected bike lanes along the corridor. Installation of the cycle track will require the removal of on-street parking. A parking study was completed that evaluated the removal of parking along El Camino Real which will be used to determine the impact and feasibility prior to implementing the planned cycle track. The cycle track would be protected from the vehicular travel lanes via a two-foot wide raised buffer (i.e. concrete median). As an interim solution before full implementation of the cycle track, a two-foot wide painted buffer could be provided. Ultimately a raised buffer would be provided to enhance bicycle travel and safety along the corridor. Figure 3.17-3 presents the proposed ultimate cross-section of El Camino Real, including the new cycle track on both sides of the street. In addition, the Specific Plan includes the provision of additional enhancements to the San Tomas Aquino trail crossing on the west leg of the El Camino Real/San Tomas Expressway intersection to enhance its visibility.

Pedestrian Circulation

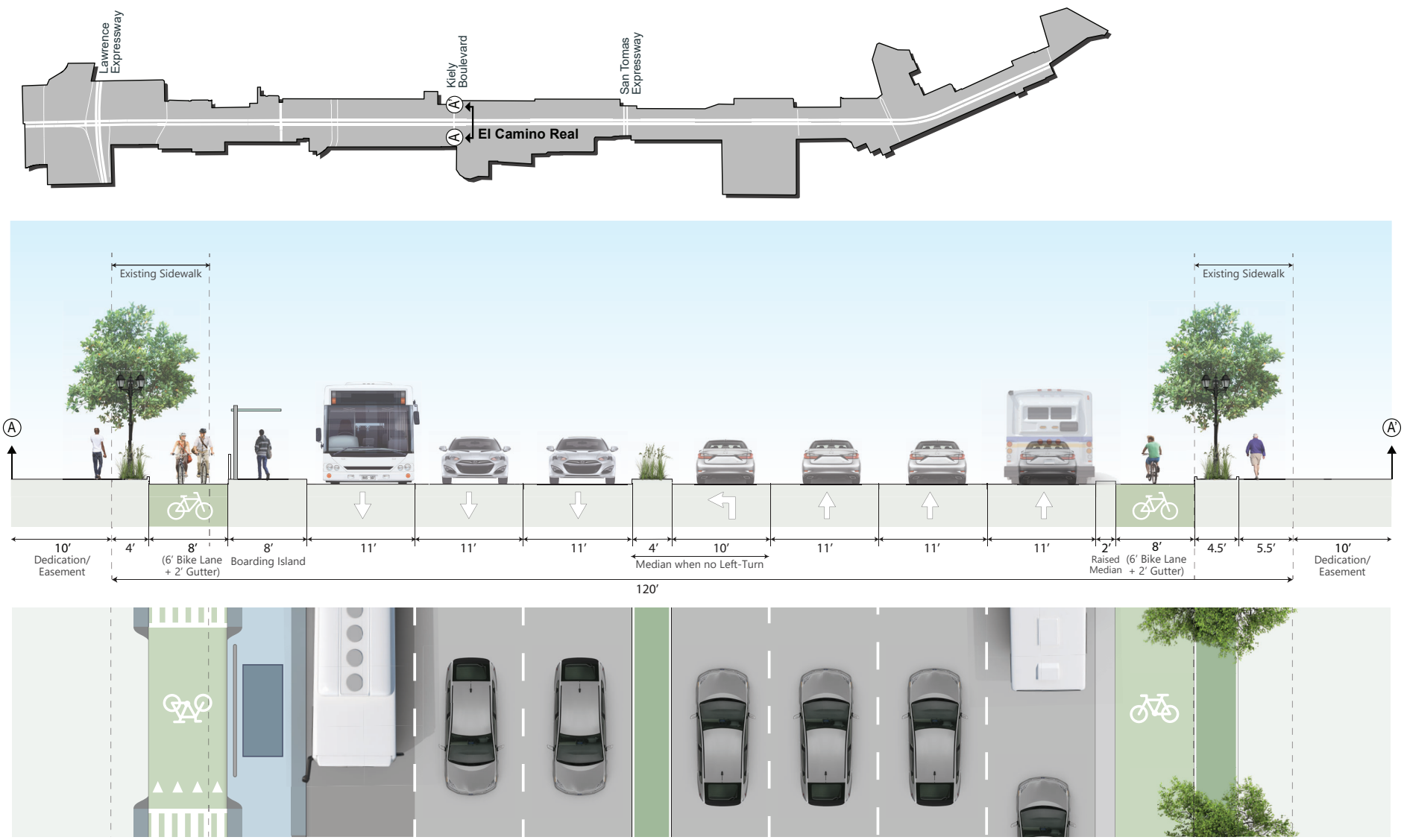
The pedestrian network improvements generally include increased sidewalk widths, buffers from traffic, more comfortable crossings, and more landscaping and tree canopy along El Camino Real. Pedestrian improvements will be particularly important and prioritized at centers of pedestrian and commercial activity and other areas where concentrations of commercial activity are planned. Consistent with the City's adopted Pedestrian Master Plan update, intersections of pedestrian paths would include treatments such as pedestrian bulbouts, curb extensions and enhanced crosswalks. All intersections and crosswalks within the El Camino Real Specific Plan area would be well lit to help

motorists see pedestrians crossing the street and pedestrian-scaled lighting will be used for nighttime safety and security.

Overall, the project will provide improved pedestrian and bicycling facilities to enhance the existing pedestrian and bicycling networks. The proposed bicycle and pedestrian improvements do not meet any of the significance thresholds:

- Disrupt or eliminate existing pedestrian and bicycle facilities; or
- Create a hazardous condition that currently does not exist for pedestrians or bicyclists; or otherwise interfere with bicycle and pedestrian accessibility to the site and adjoining areas; or
- Increase conflicts between drivers, pedestrians, and/or bicyclists; or
- Conflict with an existing or planned pedestrian or bicycle facility; or
- Conflict with policies related to bicycle and pedestrian activity adopted by the City of Santa Clara for facilities within the City.

Therefore, the project is considered to have less than significant impact to these facilities and no mitigation measures are required. **(Less than Significant Impact)**



Source: Fehr & Peers, May 2020

PROPOSED EL CAMINO REAL REDESIGN CONCEPT | FIGURE 3.17-3

Transit Impacts

Transit Access and Circulation

To support the corridor's transit access, transit improvements identified as part of the Specific Plan include the provision of bus boarding islands. Bus boarding islands are extensions of the curb that provide more space for riders to wait, board, and disembark, and that minimize potential conflicts between cyclists and buses. With the extension of the curb, bus boarding islands would allow buses to stop in the travel lane when accessing a bus stop and minimize wait times for buses to merge back into traffic. These improvements along the El Camino Real would support Bus Route 22 and Rapid 522 that are part of the VTA's core bus service that provides connections between San Jose and Palo Alto. The project would not conflict with existing or planned transit facilities and would provide adequate facilities for pedestrians and bicyclists to access transit routes and stops.

Bus boarding islands allow buses to stop in the travel lane to access a bus stop which minimizes wait times for buses to merge back into traffic thus reducing overall bus travel times. This would result in some additional delay for vehicles in the travel lane, though they could pass stopped buses using the adjacent travel lane. The amount of added delay was estimated based on the amount of time needed for bus boardings and the number of bus stops in the corridor. Bus boardings typically take about 30 seconds at each stop and there are 11 stops in each direction. This equates to a potential added delay of up to 5.5 minutes for the vehicles traveling behind the buses. This analysis is conservative, since it assumes that the bus stops at each stop, and that vehicles stay behind the buses instead of passing them in the adjacent lane. Table 3.17-7 below summarizes the number of buses in each direction of travel during each peak hour on the El Camino Real corridor that would cause the added delay; the maximum is 11 eastbound buses during the morning peak hour.

Table 3.17-7: Number of Buses in the El Camino Corridor by Peak Hour and Route

Direction	***Peak Hour***	***Bus Route***		***Total Buses***
		22	***522***	
Eastbound	AM	5	6	11
	PM	4	5	9
Westbound	AM	4	5	9
	PM	4	5	9

Source: VTA, November 2019

Overall, the provision of the bus boarding islands aligns with City and VTA policies to increase the efficiency of bus service along key transit corridors, such as El Camino Real.

Transit Travel Time

Transit vehicles operating on the same roadways used by private vehicles to access the project site could incur additional delay due to increased auto congestion. The through movement delays along the primary corridors are used to determine the potential added transit vehicle delay. The difference between the No Project and Plus Project values is the added transit vehicle delay. The results are shown in Table 3.17-8.

Table 3.17-8: Additional Transit Vehicle Delay by Route								
Affected Transit Routes	*Peak Hour*	*Projected Additional Delay*						*Corridor*
		Existing Plus Project		*Background Plus Project*		*Cumulative Plus Project*		
		EB/NB	*WB/SB*	*EB/NB*	*WB/SB*	*EB/NB*	*WB/SB*	
22/522	AM PM	24.8 19.6	31.8 18.1	25.0 18.2	32.1 18.6	0.7 1.1	-1.3 1.8	El Camino Real[1]
57/58	AM PM	1.0 0.6	1.5 0.3	1.0 0.5	1.5 0.3	0.0 -0.18	-0.3 -0.1	Kiely Blvd.-Bowers Ave.[2]

Notes: 1. El Camino Real Corridor is defined as between Halford Avenue and Lafayette Street.
2. Kiely Boulevard corridor is defined as between Homestead Road and Scott Boulevard.

Source: Fehr & Peers, November 2019

As shown in Table 3.17-8, the traffic created by the project would increase travel times by less than 30 seconds for Route 22/Rapid 522 under all scenarios except during the Existing Plus Project AM peak hour in the westbound direction and the Background Plus Project AM peak hour in the westbound direction. (The project trip assignments for the cumulative analysis are different than those under Existing and Background Conditions, since the model accounts for changes in regional land uses and roadway networks. Therefore, the projected additional delay is lower under Cumulative Plus Project conditions.) Additionally, traffic created by the project would increase travel times by less than 30 seconds for Route 57/Route 58 under all scenarios. The additional delay of 32.41 seconds added by the project on Route 22/Rapid 522 during the Background Plus Project AM peak hour constitutes one percent of the total travel time on that route.

Neither the City of Santa Clara nor VTA have established policies or quantitative significance criteria related to transit vehicle delay. Therefore, there would be no transit travel time impacts. **(No Impact)**

Transit Ridership

Additional transit riders generated by the project would use the 11 bus stops provided along El Camino Real in each direction of travel. Each of these bus stops, with the proposed minimum sidewalk width of ten feet and the bus boarding islands, have the capacity to accommodate passengers waiting for buses. Based on current ridership levels, the incremental amount of new transit riders using these bus stops is not expected to result in overcrowded sidewalks or over-capacity transit vehicles. Since the project would not result in overcrowding of sidewalks, bus stops, or over-capacity transit vehicles, the project would have a less than significant impact to transit ridership.

Because the proposed transit improvements are consistent with City and VTA policies to increase the efficiency of bus service along key transit corridors and would result in less than significant impacts to transit ridership, the project is considered to have a less than significant transit impact. **(Less than Significant Impact)**

Impact TRN-2:	The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). **(Less than Significant Impact)**

CEQA Guidelines Section 15064.3, Subdivision (b)(1) states that land use projects with vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Based on Senate Bill 743, by July 1, 2020, all CEQA lead agencies must analyze transportation impacts using VMT (instead of level of service standards).[82] The City of Santa Clara adopted a VMT policy in June 2020, which established thresholds of significance for various land uses.

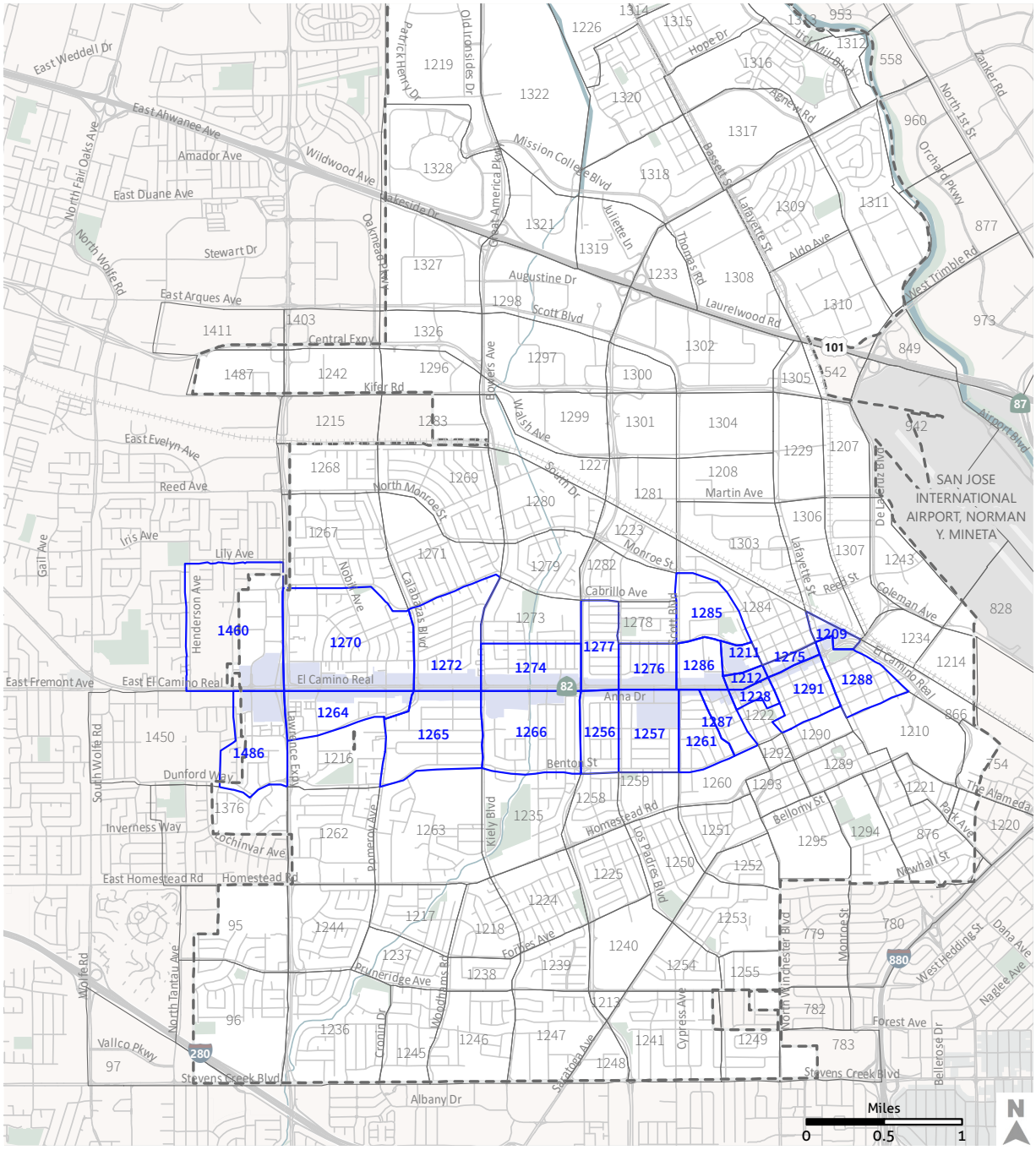
Final April 2020 VMT Analysis

The El Camino Real Specific Plan would both change traffic patterns and generate new vehicle trips on the surrounding street network. The combined effect can be assessed by reviewing daily VMT estimates for the various analysis scenarios. VMT is a measure of the number of trips in a light duty truck or automobile and the distance traveled by those trips.

VMT

In the 2019 analysis prepared by *Fehr & Peers*, the VMT for the Traffic Analysis Zones (TAZs) that comprise the project area was obtained from the City of Santa Clara's Travel Demand Forecasting model. Table 3.17-9 presents the results under Existing Conditions, Existing with Project Conditions, Cumulative Conditions, and Cumulative with Project Conditions. Because the project area does not fit exactly within the model's TAZ structure, the VMT estimates include some development not associated with the Specific Plan. The TAZ study area and Specific Plan area boundaries are shown on Figure 3.17-4.

[82] Santa Clara Valley Transportation Authority. *Level of Service (LOS) to Vehicle Miles Traveled (VMT) Transition*. http://www.vta.org/projects-and-programs/congestion-management-program/los-vmt. Accessed January 2, 2020.



Source: Fehr & Peers.

TAZ AND ECR SPECIFIC PLAN BOUNDARIES | FIGURE 3.17-4

Because of the discrepancy between the limits if the TAZ study area and the Specific Plan boundary, the net change in VMT due to the project represents a portion of the changes in overall VMT presented in the table below. The net new project VMT represents the project's effect on the surrounding area.

Table 3.17-9: Project Area Vehicle Miles Traveled (VMT)

Scenario	*VMT*[1]
Existing Conditions (A)	798,103
Existing with Project Conditions (B)	785,446
Net New Project VMT (Existing Conditions)	**-12,657**
Cumulative Conditions (C)	909,091
Cumulative with Project Conditions (D)	986,460
Net New Project VMT (Cumulative Conditions) (D-C)	**77,369**

Notes: 1. VMT is obtained from the City of Santa Clara's Travel Demand Forecasting model

Source: Fehr & Peers, November 2019.

VMT for an area is calculated by multiplying the area's average trip length by the area's daily trip generation. A new development would yield a net increase in VMT when it causes an increase in average trip length and/or daily trip generation. Conversely, a new development would yield a net decrease in VMT when it causes a decrease in average trip length and/or daily trip generation. The project would cause a net increase in daily trip generation under all scenarios. However, the project would add housing in close proximity to regional job centers, reducing average commute distances. As shown in Table 3.17-9, under Existing with Project Conditions, the project's average trip length reduction would be greater than the added number of daily trips, thus, net new project VMT would be negative.

Table 3.17-9 indicates that today, the project area generates 798,103 VMT. When the 6,200 residential units are added to and the 395,000 square feet of commercial square footage subtracted from the area, the VMT decreases to 785,446. This is due mostly to the addition of housing closer to the surrounding regional job centers and would result in reduced average commute distances.

Cumulative Conditions include the project and in addition, the build out of additional housing development per the City of Santa Clara 2010–2035 General Plan. Because more housing is located in close proximity to regional job centers, the project area's average trip length would be shorter under Cumulative Conditions than under Existing Conditions. The project would not reduce the average trip length under Cumulative Conditions as much as it does under Existing Conditions, so the reduction in average trip length would not offset the project's net new daily trip generation. Thus, the net new project VMT would increase under Cumulative Conditions. However, a significant VMT impact would be based on VMT per capita, not on total VMT.

VMT Per Capita

The project would result in more residents and fewer employees in the project area. To account for these changes, VMT per capita was estimated by dividing the VMT estimates in Table 3.17-10 by the number of employees and residents that would be in the project area (service population). The results are shown in Table 3.17-10.

Table 3.17-10: VMT per Capita				
	Existing Conditions	***Existing Plus Project Conditions***	***Cumulative Conditions***	***Cumulative Plus Project Conditions***
Vehicle Miles Traveled[1] (A)	798,103	785,446	909,091	986,460
Population[1] (B)	44,294	58,456	53,205	67,366
VMT per Capita (B/A)	**18.0**	**13.4**	**17.1**	**14.6**
Notes: 1. VMT and population are obtained from the City of Santa Clara's Travel Demand Forecasting model.				

Source: Fehr & Peers, November 2019.

The project area's daily VMT per capita would be 13.4 under Existing Plus Project Conditions and 14.6 under Cumulative Plus Project Conditions, a decrease compared to Existing and Cumulative Conditions. Therefore, implementation of the project will result in more local residents with access to surrounding regional job centers, resulting in shorter commute distances. Because the project includes a high number of residential housing units, it can be assumed to have an overall positive effect on regional VMT because it locates housing near regional job centers in San José, Santa Clara, Sunnyvale, and Mountain View. This would have an overall shortening effect on commute trip distances, thus contributing to lower overall regional VMT on a per capita (i.e. residents plus employees) basis.

VMT Impacts

On September 27, 2013, California Governor Jerry Brown signed SB 743 into law, which requires an analysis of vehicle miles traveled (VMT) to identify transportation impacts in a project's environmental impact study. The OPR provided guidance on a threshold for determining a VMT impact in November 2017. In June 2020, the City of Santa Clara adopted their VMT Transportation Analysis Policy, which outlines the required analysis methodologies and thresholds for identifying significant project impacts under CEQA.

In addition to establishing the baseline and threshold for VMT analysis, the City's VMT Policy establishes certain projects that are presumed to have a less than significant impact per OPR guidance and do not require a VMT analysis. As previously mentioned, transit supportive projects are among those that do not require a VMT analysis under CEQA. A project qualifies as a transit supportive project if:

- The project is located within 0.5 miles of an existing major transit stop or an existing transit stop along a high-quality transit corridor;
- The project has a minimum floor area ratio of 0.75 for office/research & development projects;
- The project has a minimum density of 35 units per acre for residential projects;
- The project does not include more parking for use by residents, customers, or employees of the project than required by City Municipal Code; and
- The project does not replace affordable residential units with a smaller number of affordable units, and any replacement units are at the same level of affordability.

Transit supportive projects are presumed to have less than significant impacts based on their proximity to and synergy with high-quality transit facilities. When a project's service population can easily access high-quality transit facilities, they are more likely to use transit instead of personal vehicles to travel, thereby lowering the number of vehicle trips and VMT associated with the project. Transit supportive projects also typically include improvements that encourage multimodal travel, including enhanced bicycle and pedestrian facilities.

El Camino Real qualifies as a high-quality transit corridor because VTA operates a Bus Rapid Transit service on the roadway (Rapid 522). The Rapid 522 bus route operates with 10 minute headways on weekdays and 15 minute headways on weekends. Additionally, the Specific Plan would have an average residential density greater than 35 residential units per acre, would not construct more parking than required by City Municipal Code, and would not result in a loss of affordable residential units. For these reasons, the Specific Plan qualifies as a transit supportive project and is presumed to have a less than significant impact on VMT.

Projects that do not meet the above requirements are required to evaluate and disclose potential VMT environmental impacts with the established baseline and threshold criteria. The Specific Plan establishes the framework and densities consistent with the City's VMT policy. It is anticipated that future projects tiering off of this EIR would conform to the policy requirements to be screened from further VMT analysis. However, projects located within the Specific Plan that do not meet the screening criteria may require subsequent VMT analysis. Possible mitigation measures to reduce VMT impacts found to be significant could include implementation of TDM programs and measures to improve bicycle and pedestrian travel. **(Less than Significant Impact)**

Impact TRN-3:	The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). **(Less than Significant Impact)**

The Plan does not include specific design features for individual development projects, and does not propose new roadways or substantial modifications to existing roadways within its boundaries. The traffic analysis did, however, evaluate left-turn pocket storage and freeway ramp queuing along El Camino Real. Based on an evaluation of 14 intersections along El Camino Real within the Plan area, the report concluded that the addition of project traffic along the roadway network has the potential to add vehicles to left-turn movements, causing left-turn queues to exceed left-turn pocket storage lengths or freeway off-ramps to exceed available storage. Queues that exceed left-turn pocket storage length have the potential to impede adjacent through traffic movements. Recommended improvements for intersections where queue length is exceeded included reducing median widths adjacent to left-turn pockets, narrowing traffic lanes, increasing signal timing lengths for turning movements, and implementing advanced signal loop detectors or video image detectors. Implementation of the recommended measures would reduce potential traffic hazards to a less then significant level. **(Less than Significant Impact)**

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

The project would not alter the existing street patterns or create sharp curves or dangerous intersections that could result in inadequate emergency access. The Specific Plan would have an interconnected street network and all streets would be designed to accommodate emergency vehicles. **(Less than Significant Impact)**

3.17.2.5 *Cumulative Impacts*

Impact TRN-5:	The project would not result in a cumulatively considerable contribution to a significant transportation impact. **(Less than Significant Impact)**

The proposed project would result in an increase in residential development throughout the Plan Area (approximately 6,200 units) and a decrease in commercial space (approximately 395,000 square feet). Because the project would bring new residents to an already developed area in proximity to existing jobs, transit, services, and amenities, it is anticipated that future development would result in less than significant VMT impacts. Pursuant to OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA, projects which utilize an efficiency metric to determine VMT (i.e., VMT per capita or VMT per employee) would not have a cumulative impact distinct from the project-level impact, provided that they align with long-term environmental goals and relevant plans.[83]

The proposed project would include various improvements to pedestrian and bicycle facilities throughout the Plan Area which would increase multimodal usage, safety, and connectivity; thus, the proposed project would not result in a cumulative impact to these facilities. As a component of site-specific transportation analyses, cumulative projects would be evaluated for potential hazards and/or incompatible uses and any identified hazards would be required to be mitigated to the extent feasible. For these reasons, the proposed project would not result in a cumulatively considerable contribution to a significant transportation impact. **(Less than Significant Impact)**

3.17.3 Non-CEQA Effects

While the evaluation of project CEQA impacts on the transportation system is focused on VMT, in accordance with the City of Santa Clara VMT Policy, the following discussion is included for informational purposes because the City's VMT policy requires projects to analyze non-CEQA transportation issues, including local transportation operations, intersection level of service, and recommended transportation improvements.

The City's previously adopted transportation policy utilizes level of service (LOS) as the metric by which the City determines the functionality of the roadway system and the operational effect of new development on the roadway network. The following discussion of LOS is provided as it pertains to consistency with the City's previously adopted transportation policy. Identified effects do not

[83] Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA.* December 2018. Page 6.

constitute significant impacts under CEQA, pursuant to SB 743 and the City's recently updated transportation policy. The measures described herein are improvements to address vehicle delay and congestion that will be included in the project but would not mitigate significant environmental impacts under CEQA.

Existing Plus Project Conditions

Project Traffic

The amount of vehicle traffic added to the roadway system by the project was estimated using the City of Santa Clara travel demand model. Land uses in the City's base year 2018 model were adjusted to reflect the planned development included in the Specific Plan to reflect "plus project" conditions.

The project would replace commercial uses with residential uses, which would cause shifts in travel patterns throughout the area as existing trips divert to other commercial areas and new trips from the new residential uses connect to employment centers. The project's net-new trip generation, or the magnitude of the traffic volumes changes due to the land uses changes, is presented in Table 3.17-11.

Table 3.17-11: Project Trip Generation

Land Uses	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
2018 with Project Model (A)							
Existing Land Uses and: • +6,200 residential (apartment) dwelling units • -395,000 square feet of retail development	85,484	4,606	6,542	11,147	7,038	5,601	12,639
2018 Base Year Model (B)							
Existing Land Uses (no changes)	72,504	4,279	4,771	9,050	5,580	5,026	10,606
Net Added Traffic (A-B)	***12,980***	***327***	***1,770***	***2,097***	***1,458***	***575***	***2,034***

Existing Plus Project Intersection Levels of Service

The LOS of the study intersections, under Existing and Existing Plus Project conditions, are presented in Table 3.17-12. The results for Existing Conditions are included for comparison purpose, along with the projected increases in critical delay and critical V/C ratios.

The peak hour traffic signal warrant results for the Harrison Street intersections at El Camino Real (#14) and Scott Boulevard (#43) are contained in Appendix C of the traffic report.

Table 3.17-12: Existing and Existing Plus Project Intersection Levels of Service										
					Existing		***Existing Plus Project***			
Intersection	*Control*	*Jurisdiction (1)*	*LOS Threshold*	*Peak Hour (2)*	*Delay (3)*	*LOS (4)*	*Delay (3)*	*LOS (4)*	*Critical Change V/C (5)*	*Ave. Critical Change Delay (6)*
1. El Camino Real/Wolfe Rd.	Signal	CMP/ Sunnyvale	E	AM PM	40.7 46.4	D D	0.009 0.010	D D	0.009 0.010	0.2 -1.0
2. El Camino Real/Halford Ave.	Signal	Santa Clara	D	AM PM	19.0 22.4	B- C+	21.6 22.2	C+ C+	0.039 0.009	4.5 0.0
3. El Camino Real/Lawrence Expy.	Signal	CMP/SCC	E	AM PM	26.8 28.8	C C	26.6 28.5	C C	0.014 -0.016	-0.2 -0.6
4. El Camino Real/Flora Vista Ave.	Signal	Santa Clara	D	AM PM	20.3 25.7	C+ C	21.8 29.5	C+ C	0.010 0.000	0.7 2.0
5. El Camino Real/Calabazas Blvd.	Signal	Santa Clara	D	AM PM	28.7 32.7	C C-	33.4 37.9	C- D+	0.073 0.056	6.0 8.1
6. El Camino Real/Kiely Blvd.-Bowers Ave.	Signal	CMP/Santa Clara	E	AM PM	28.9 30.4	C C	29.6 30.6	C C	0.038 0.015	1.3 0.2
7. El Camino Real/Bowe Ave.	Signal	Santa Clara	D	AM PM	12.5 14.3	B B	28.8 23.7	C C	0.118 0.082	17.1 11.5
8. El Camino Real/San Tomas Expy.	Signal	CMP/SCC	E	AM PM	53.3 **94.0**	D- **F**	56.3 **93.3**	E+ **F**	0.028 **0.009**	4.3 **-0.3**
9. El Camino Real/ McCormick Dr.	Signal	Santa Clara	D	AM PM	10.6 20.6	B+ C+	11.3 20.9	B+ C+	0.018 0.012	2.7 0.9
10. El Camino Real/Scott Blvd.	Signal	CMP/Santa Clara	E	AM PM	34.6 38.2	C- D+	34.6 38.7	C- D+	0.023 0.022	0.3 0.9
11. El Camino Real/Lincoln St.	Signal	CMP/Santa Clara	E	AM PM	29.6 24.9	C C	29.8 24.1	C C	-0.004 -0.017	-0.1 -1.6
12. El Camino Real/Monroe St.	Signal	CMP/Santa Clara	E	AM PM	33.4 34.6	C- C-	36.6 35.1	D+ D+	0.091 0.028	4.9 1.7
13. El Camino Real/Lafayette St.	Signal	CMP/Santa Clara	E	AM PM	42.3 39.8	D D	42.1 41.0	D D	0.003 0.042	0.5 2.5
14. El Camino Real/Harrison St.	SSSC	Santa Clara	D	AM PM	11.6 13.4	B B	12.3 15.3	B C	0.002 -0.002	0.0 0.0

Table 3.17-12: Existing and Existing Plus Project Intersection Levels of Service										
15. El Camino Real/Benton St.	Signal	Santa Clara	D	AM PM	16.6 26.0	B C	16.6 25.9	B C	0.001 0.001	-0.2 0.0
16. El Camino Real/The Alameda	Signal	CMP/Santa Clara	E	AM PM	12.3 16.2	B B	11.6 16.3	B+ B	-0.017 0.001	-0.7 0.2
17. Lawrence Expy./ Northbound US 101	Signal	SCC	E	AM PM	11.4 12.0	B+ B	11.4 12.1	B+ B	0.009 0.009	0.0 0.0
18. El Camino Real/ Southbound US 101	Signal	SCC	E	AM PM	10.6 72.4	B+ E	10.5 77.0	B+ E	0.013 0.018	-0.2 6.9
19. Lawrence Expy./Oakmead Pkwy.	Signal	SCC	E	AM PM	41.1 46.3	D D	41.3 46.1	D D	0.014 0.012	0.2 -0.3
20. Lawrence Expy./Arques Ave.	Signal	CMP/SCC	E	AM PM	38.3 71.6	D+ E	39.1 71.9	D E	0.024 0.008	1.0 0.4
21. Lawrence Expy./Kifer Rd.	Signal	SCC	E	AM PM	39.6 65.8	D E	40.2 66.7	D E	0.009 0.006	0.4 2.1
22. Lawrence Expy./Monroe St.	Signal	CMP/SCC	E	AM PM	54.6 61.8	D- E	57.6 64.0	E+ E	0.033 0.022	8.2 4.2
23. Lawrence Expy./Cabrillo Ave.	Signal	SCC	E	AM PM	34.6 31.9	C- C	38.8 34.4	D+ C-	0.062 0.044	6.3 6.8
24. Lawrence Expy./Benton St.	Signal	SCC	E	AM PM	58.8 41.5	E+ D	59.2 43.3	E+ D	-0.001 0.012	-0.6 -0.1
25. Lawrence Expy./ Lochinvar Ave.	Signal	SCC	E	AM PM	25.9 25.1	C C	28.8 25.8	C C	0.021 0.006	3.3 0.6
26. Lawrence Expy./ Homestead Rd.	Signal	CMP/SCC	E	AM PM	62.0 65.9	E E	62.0 67.2	E E	0.020 0.024	-0.4 0.7
27. Lawrence Expy./ Pruneridge Ave.	Signal	SCC	E	AM PM	53.1 48.0	D- D	45.6 47.8	D D	-0.122 0.004	-17.1 -0.3
28. San Tomas Expy./Mission College Blvd.	Signal	CMP/SCC	E	AM PM	47.9 66.7	D E	48.9 66.6	D E	-0.005 0.005	5.5 -0.2
29. San Tomas Expy./Monroe St.	Signal	CMP/SCC	E	AM PM	39.3 38.5	D D+	39.8 38.4	D D+	-0.058 0.006	-0.1 -0.4

Table 3.17-12: Existing and Existing Plus Project Intersection Levels of Service										
30. San Tomas Expy./Cabrillo Ave.	Signal	SCC	E	AM PM	28.2 20.6	C C+	27.9 20.8	C C+	0.021 0.011	-0.1 0.1
31. San Tomas Expy./Benton St.	Signal	SCC	E	AM PM	38.5 37.3	D+ D+	39.2 40.7	D D	0.010 0.057	0.7 6.2
32. San Tomas Expy./ Homestead Rd.	Signal	CMP/SCC	E	AM PM	49.6 39.7	D D	50.1 39.2	D D	0.006 -0.010	1.4 -0.5
33. Bowers Ave./Cabrillo Ave.	Signal	Santa Clara	D	AM PM	23.3 28.4	C+ C	22.8 28.4	C+ C	0.036 0.047	-0.8 -0.2
34. Bowers Ave./Monroe St.	Signal	Santa Clara	D	AM PM	30.2 33.1	C C-	30.5 36.1	C D+	0.034 0.067	0.3 3.9
35. Bowers Ave/Kifer Rd.-Walsh Ave.	Signal	Santa Clara	D	AM PM	34.4 34.1	C- C-	34.5 35.1	C- D+	0.015 -0.010	0.2 2.0
36. Bowers Ave./Central Expy.	Signal	CMP/SCC	E	AM PM	50.2 53.8	D D-	49.9 53.9	D D-	0.004 -0.003	-0.4 0.0
37. Kiely Blvd./Benton St.	Signal	Santa Clara	D	AM PM	34.4 36.5	C- D+	34.4 36.2	C- D+	0.000 -0.014	0.4 -0.4
38. Kiely Blvd./ Homestead Rd.	Signal	Santa Clara	D	AM PM	35.7 40.3	D+ D	35.7 40.5	D+ D	0.031 0.009	0.6 0.3
39. Scott Blvd./Monroe St.	Signal	Santa Clara	D	AM PM	35.3 30.8	D+ C	36.6 30.8	D+ C	0.103 0.032	2.6 1.0
40. Scott Blvd./Walsh Ave.	Signal	Santa Clara	D	AM PM	25.3 29.8	C C	23.8 31.9	C C	-0.004 0.048	-14.2 3.2
41. Scott Blvd./Central Expy.	Signal	CMP/SCC	E	AM PM	45.0 60.8	D E	46.5 62.2	D E	0.015 -0.099	1.6 3.2
42. Scott Blvd./Clay St.	Signal	Santa Clara	D	AM PM	11.0 20.3	B+ C+	11.1 21.0	B+ C+	0.006 0.009	0.5 0.7
43. Scott Blvd./Harrison St.	SSSC	Santa Clara	D	AM PM	31.4 **62.0**	D **F**	31.4 **63.2**	D **F**	0.001 **0.003**	0.0 **0.0**
44. Scott Blvd./Benton St.	Signal	Santa Clara	D	AM PM	18.1 16.5	B- B	18.3 16.6	B- B	0.003 0.007	0.3 0.2
45. Scott Blvd./ Homestead Rd.	Signal	Santa Clara	D	AM PM	16.0 16.4	B B	15.7 16.5	B B	0.001 0.002	-0.1 0.2
46. Lawrence Expy. Southbound/ Stevens Creek Blvd.	Signal	CMP/SCC	E	AM PM	25.9 26.1	C C	27.1 26.3	C C	0.018 0.005	1.4 0.2

Table 3.17-12: Existing and Existing Plus Project Intersection Levels of Service										
47. Lawrence Expy. Northbound/ Stevens Creek Blvd.	Signal	CMP/SCC	E	AM PM	31.6 28.0	C C	31.4 28.2	C C	0.018 0.005	1.4 0.2
48. Lawrence Expy./Calvert Dr. - I-280 Southbound	Signal	CMP/SCC	E	AM PM	32.8 42.1	C- D	34.5 43.0	C- D	0.606 0.008	20.2 1.0
49. Bowers Ave./Scott Blvd.	Signal	CMP/Santa Clara	E	AM PM	39.5 31.6	D C	39.5 31.1	D C	0.002 0.007	-0.1 -0.3
50. San Tomas Expy/Scott Blvd.	Signal	CMP/SCC	E	AM PM	35.8 50.7	D+ D	42.5 52.3	D D+	-0.033 0.023	-0.1 2.4
51. San Tomas Expy./Walsh Ave.	Signal	SCC	E	AM PM	40.8 50.7	D D	41.1 50.2	D D	0.014 -0.006	0.7 -1.5
52. San Tomas Expy./Forbes Ave.	Signal	SCC	E	AM PM	25.4 17.8	C B	26.4 17.9	C B	0.013 0.001	1.5 0.1
53. San Tomas Expy./ Pruneridge Ave.	Signal	SCC	E	AM PM	63.0 63.8	E E	66.3 62.8	E E	0.027 -0.007	8.3 -4.0
54. The Alameda/I-880 Southbound	Signal	CMP/San Jose	E	AM PM	20.1 13.9	C+ B	19.9 14.1	B- B	0.004 0.014	-0.2 0.2
55. The Alameda/I-880 Northbound	Signal	CMP/San Jose	E	AM PM	24.4 22.0	C C+	24.5 21.5	C C+	0.008 -0.001	0.2 -0.3

Notes:
(1) VTA = Congestion Management Program (CMP) intersection; SCC = Santa Clara County intersection
(2) AM = morning peak hour, PM = evening peak hour
(3) For signalized intersections whole intersection weighted average control delay is expressed in seconds per vehicle, calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.
(4) LOS = Level of service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
(5) Change in critical V/C ratio between background and background with-Project conditions.
(6) Change in average critical movement delay between Existing and Existing Plus Project conditions.
Bold text indicates unacceptable operations according to the jurisdiction's LOS standard.
Source: Fehr & Peers, November 2019.

As shown in Table 3.17-12, under Existing Plus Project conditions all intersections operate at acceptable levels except the following intersections under the identified peak period.

- Intersection #8 – El Camino Real/San Tomas Expressway (VTA/LOS E): LOS F in the PM

peak hour.
- Intersection #43 – Scott Boulevard/Harrison Street (Santa Clara/LOS D): LOS F in the PM peak hour.

The project would exacerbate unacceptable LOS F operations at the intersections of El Camino Real/San Tomas Expressway and Scott Boulevard/Harrison Street during the PM peak hour. However, at the intersection of El Camino Real/San Tomas Expressway, the addition of project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01. Therefore, the project would be consistent with City and County operating standards under Existing Plus Project Conditions. At the intersection of Scott Boulevard/Harrison Street, the project would also exacerbate unacceptable LOS F operations during the PM peak hour. However, MUTCD's peak hour volume signal warrant would not be met, and the project would be consistent with City operating standards under Existing Plus Project Conditions.

Background Plus Project Intersection Level of Service

This section presents the results of the intersection level of service calculations under Background Conditions both without and with the project.

Background and Background Plus Project Intersection Levels of Service

Intersection levels of service were calculated for Background and Background Plus Project Conditions, as shown in Table 3.17-13. Intersections that would operate below City/County standards under Background Plus Project Conditions are shown in bold.

Table 3.17-13: Background and Background Plus Project Intersection LOS Results

					Background		***Background Plus Project***			
Intersection	*Control*	*Jurisdiction (1)*	*LOS Threshold*	*Peak Hour (2)*	*Delay (3)*	*LOS (4)*	*Delay (3)*	*LOS (4)*	*Critical Change V/C (5)*	*Ave. Critical Change Delay (6)*
1. El Camino Real/Wolfe Rd.	Signal	VTA/ Sunnyvale	E	AM PM	41.7 46.0	D D	42.0 45.8	D D	0.009 0.002	0.1 -0.3
2. El Camino Real/Halford Ave.	Signal	Santa Clara	D	AM PM	18.4 21.2	B- C+	20.9 21.0	C+ C+	0.039 0.009	4.4 0.1
3. El Camino Real/Lawrence Expy.	Signal	VTA/SCC	E	AM PM	26.5 28.6	C C	26.3 28.3	C C	0.014 -0.016	-0.1 -0.6
4. El Camino Real/Flora Vista Ave.	Signal	Santa Clara	D	AM PM	19.5 24.3	B- C	20.9 28.2	C+ C	0.010 0.000	0.5 1.9
5. El Camino Real/Calabazas Blvd.	Signal	Santa Clara	D	AM PM	27.8 31.3	C C	32.8 36.6	C- D+	0.073 0.056	6.2 8.0

Table 3.17-13: Background and Background Plus Project Intersection LOS Results										
6. El Camino Real/Kiely Blvd.-Bowers Ave.	Signal	VTA/Santa Clara	E	AM PM	29.1 30.7	C C	29.8 30.9	C C	0.038 0.015	1.4 0.2
7. El Camino Real/Bowe Ave.	Signal	Santa Clara	D	AM PM	12.3 13.8	B B	28.1 23.0	C C	0.118 0.082	16.4 10.9
8. El Camino Real/San Tomas Expy.	Signal	VTA/SCC	E	AM PM	53.7 **101.5**	D- **F**	57.0 **100.7**	E+ **F**	0.028 **0.009**	4.7 **-0.4**
9. El Camino Real/ McCormick Dr.	Signal	Santa Clara	D	AM PM	11.7 20.0	B+ C+	12.43 20.3	B C+	0.017 0.012	2.5 0.9
10. El Camino Real/Scott Blvd.	Signal	VTA/Santa Clara	E	AM PM	34.6 39.0	C- D+	34.6 39.46	C- D	0.023 0.022	0.3 1.0
11. El Camino Real/Lincoln St.	Signal	VTA/Santa Clara	E	AM PM	29.0 23.8	C C	29.1 23.41	C C	-0.004 -0.017	-0.3 -1.6
12. El Camino Real/Monroe St.	Signal	VTA/Santa Clara	E	AM PM	33.7 34.1	C- C-	36.9 34.7	D+ C-	0.091 0.028	4.8 1.8
13. El Camino Real/Lafayette St.	Signal	VTA/Santa Clara	E	AM PM	42.1 41.0	D D	41.9 42.4	D D	0.003 0.042	0.5 2.5
14. El Camino Real/Harrison St.	SSSC	Santa Clara	D	AM PM	20.4 **38.5**	C **E**	23.4 **39.8**	C **E**	0.031 -0.006	0.0 -0.0
15. El Camino Real/Benton St.	Signal	Santa Clara	D	AM PM	16.45 24.1	B C	16.1 24.0	B C	0.001 0.001	-0.2 0.0
16. El Camino Real/The Alameda	Signal	VTA/Santa Clara	E	AM PM	12.2 15.0	B B	11.4 15.1	B+ B	-0.017 0.001	-0.7 0.2
17. Lawrence Expy./ Northbound US 101	Signal	SCC	E	AM PM	11.3 12.2	B+ B	11.4 12.2	B+ B	0.009 0.009	0.0 0.0
18. El Camino Real/ Southbound US 101	Signal	SCC	E	AM PM	13.1 **83.4**	B **F**	12.9 **88.3**	B **F**	0.013 **0.018**	-0.5 **7.0**
19. Lawrence Expy./Oakmead Pkwy.	Signal	SCC	E	AM PM	41.2 46.2	D D	41.4 46.2	D D	0.014 0.012	0.3 0.1
20. Lawrence Expy./Arques Ave.	Signal	VTA/SCC	E	AM PM	38.8 72.3	D+ E	39.6 73.1	D E	0.024 0.008	1.0 1.4
21. Lawrence Expy./Kifer Rd.	Signal	SCC	E	AM PM	39.8 69.2	D E	40.45 70.0	D E	0.009 0.006	0.5 1.7

Table 3.17-13: Background and Background Plus Project Intersection LOS Results										
22. Lawrence Expy./Monroe St.	Signal	VTA/SCC	E	AM PM	55.1 61.7	E+ E	58.43 63.9	E+ E	0.033 0.022	7.6 4.2
23. Lawrence Expy./Cabrillo Ave.	Signal	SCC	E	AM PM	34.2 32.6	C- C-	38.7 35.0	D+ D+	0.054 0.044	7.7 6.4
24. Lawrence Expy./Benton St.	Signal	SCC	E	AM PM	60.0 39.2	E+ D	60.1 40.9	E D	-0.002 0.015	-0.9 -0.1
25. Lawrence Expy./ Lochinvar Ave.	Signal	SCC	E	AM PM	25.8 25.1	C C	28.7 25.7	C C	0.021 0.006	3.3 0.6
26. Lawrence Expy./ Homestead Rd.	Signal	VTA/SCC	E	AM PM	61.9 67.0	E E	61.9 67.0	E E	0.017 -0.002	-0.4 1.0
27. Lawrence Expy./ Pruneridge Ave.	Signal	SCC	E	AM PM	44.4 48.0	D D	45.5 47.8	D D	0.005 0.004	0.3 -0.3
28. San Tomas Expy./Mission College Blvd.	Signal	VTA/SCC	E	AM PM	61.1 77.2	E E-	62.2 76.9	E E-	0.004 0.005	7.9 -0.3
29. San Tomas Expy./Monroe St.	Signal	VTA/SCC	E	AM PM	40.0 38.5	D D+	40.9 38.7	D D+	-0.040 0.006	1.7 0.0
30. San Tomas Expy./Cabrillo Ave.	Signal	SCC	E	AM PM	27.4 22.1	C C+	27.2 22.2	C C+	0.016 0.011	0.1 0.1
31. San Tomas Expy./Benton St.	Signal	SCC	E	AM PM	38.9 37.6	D+ D+	39.6 41.4	D D	0.010 0.057	0.7 6.8
32. San Tomas Expy./ Homestead Rd.	Signal	VTA/SCC	E	AM PM	51.2 40.3	D- D	51.7 39.9	D- D	0.006 -0.010	1.45 -0.6
33. Bowers Ave./Cabrillo Ave.	Signal	Santa Clara	D	AM PM	23.8 28.9	C C	23.3 29.1	C+ C	0.036 0.047	-0.8 -0.1
34. Bowers Ave./Monroe St.	Signal	Santa Clara	D	AM PM	30.9 34.1	C C-	31.4 37.5	C D+	0.034 0.067	0.5 4.4
35. Bowers Ave/Kifer Rd.-Walsh Ave.	Signal	Santa Clara	D	AM PM	35.1 35.1	D+ D+	35.2 35.45	D+ D+	0.015 0.021	0.2 0.4
36. Bowers Ave./Central Expy.	Signal	VTA/SCC	E	AM PM	47.9 55.8	D E+	47.7 55.9	D E+	0.006 -0.003	-0.42 0.1
37. Kiely Blvd./Benton St.	Signal	Santa Clara	D	AM PM	34.9 36.6	C- D+	34.8 36.3	C- D+	0.000 -0.014	0.4 -0.4

Table 3.17-13: Background and Background Plus Project Intersection LOS Results										
38. Kiely Blvd./ Homestead Rd.	Signal	Santa Clara	D	AM PM	36.1 41.1	D+ D	36.2 41.5	D+ D	0.031 0.009	0.8 0.4
39. Scott Blvd./Monroe St.	Signal	Santa Clara	D	AM PM	36.8 32.6	D+ C-	39.1 33.2	D- C-	0.058 0.032	4.0 1.4
40. Scott Blvd./Walsh Ave.	Signal	Santa Clara	D	AM PM	23.5 30.6	C C	23.4 33.5	C C-	0.039 0.055	0.3 4.46
41. Scott Blvd./Central Expy.	Signal	VTA/SCC	E	AM PM	47.3 68.4	D E	46.8 71.7	D E	-0.110 -0.149	15.5 5.1
42. Scott Blvd./Clay St.	Signal	Santa Clara	D	AM PM	11.1 20.6	B+ C+	11.2 21.3	B+ C+	0.008 0.009	0.7 0.7
43. Scott Blvd./Harrison St.	SSSC	Santa Clara	D	AM PM	32.0 **64.8**	D **F**	31.9 **66.1**	D **F**	0.001 **0.003**	0.0 0.0
44. Scott Blvd./Benton St.	Signal	Santa Clara	D	AM PM	18.4 17.1	B- B	18.7 17.3	B- B	0.003 0.007	0.3 0.4
45. Scott Blvd./ Homestead Rd.	Signal	Santa Clara	D	AM PM	15.9 16.2	B B	15.7 16.2	B B	0.001 0.002	-0.1 0.2
46. Lawrence Expy. Southbound/ Stevens Creek Blvd.	Signal	VTA/SCC	E	AM PM	27.0 26.7	C C	28.2 26.9	C C	0.018 0.005	1.4 0.2
47. Lawrence Expy. Northbound/ Stevens Creek Blvd.	Signal	VTA/SCC	E	AM PM	31.8 28.0	C C	31.7 28.5	C C	-0.001 0.006	-0.1 0.1
48. Lawrence Expy./Calvert Dr. - I-280 Southbound	Signal	VTA/SCC	E	AM PM	32.9 42.5	C- D	34.7 43.4	C- D	0.601 0.008	21.2 1.0
49. Bowers Ave./Scott Blvd.	Signal	VTA/Santa Clara	E	AM PM	40.4 33.0	D C-	40.4 32.1	D C-	0.002 -0.022	-0.1 -0.6.4
50. San Tomas Expy/Scott Blvd.	Signal	VTA/SCC	E	AM PM	34.9 54.9	D+ D-	37.6 56.1	D+ E+	0.001 0.023	-0.3 2.1
51. San Tomas Expy./Walsh Ave.	Signal	SCC	E	AM PM	43.0 52.9	D D-	43.4 52.7	D D-	0.014 -0.006	0.8 -0.9
52. San Tomas Expy./Forbes Ave.	Signal	SCC	E	AM PM	26.1 17.7	C B	27.3 17.8	C B	0.013 0.001	1.9 0.1

Table 3.17-13: Background and Background Plus Project Intersection LOS Results										
53. San Tomas Expy./ Pruneridge Ave.	Signal	SCC	E	AM PM	61.2 62.7	E E	63.3 62.0	E E	0.011 -0.007	2.8 -3.8
54. The Alameda/I-880 Southbound	Signal	VTA/San Jose	E	AM PM	20.9 15.0	C+ B	20.8 15.1	C+ B	0.004 0.014	-0.2 0.2
55. The Alameda/I-880 Northbound	Signal	VTA/San Jose	E	AM PM	24.3 22.0	C C+	24.4 21.5	C C+	0.008 -0.001	0.2 -0.3

Notes:
(1) VTA = Congestion Management Program (CMP) intersection; SCC = Santa Clara County intersection
(2) AM = morning peak hour, PM = evening peak hour
(3) For signalized intersections whole intersection weighted average control delay is expressed in seconds per vehicle, calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.
(4) LOS = Level of service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
(5) Change in critical V/C ratio between background and background with-Project conditions.
(6) Change in average critical movement delay between Existing and Existing Plus Project conditions.
Bold text indicates unacceptable operations according to the jurisdiction's LOS standard.
Source: Fehr & Peers, November 2019.

Background Plus Project Intersection Impacts

As shown in Table 3.17-13, under Background Plus Project conditions all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection #8 – El Camino Real / San Tomas Expressway (VTA/LOS E): LOS F in the PM peak hour;
- Intersection #18 – Lawrence Expressway / Southbound US 101 (VTA/LOS E): LOS F in the PM peak hour;
- Intersection #43 – Scott Boulevard / Harrison Street (Santa Clara/LOS D): LOS F in the PM peak hour.

At Intersection #8 (El Camino Real/San Tomas Expressway) the project would exacerbate the unacceptable LOS F operations during the PM peak hour. However, the addition of project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01. Therefore, the LOS operations would not be considered unacceptable under Background Plus Project Conditions.

At Intersection #18 (Lawrence Expressway/Southbound US 101) the project would exacerbate the unacceptable LOS F operations during the PM peak hour. Since the addition of project traffic increases the critical delay by more than four seconds and the V/C ratio by more than 0.01, The project would therefore result in unacceptable LOS operations under Background Plus Project Conditions at this intersection.

The project would exacerbate the unacceptable LOS F operations during the PM peak hour at Intersection #43 (Scott Boulevard/Harrison Street), however, MUTCD's peak hour volume signal warrant is not met, and the installation of a traffic signal at this intersection would not be required.

Under Background Plus Project Conditions, implementation of the project would cause the critical delay to increase by 7.0 seconds and the V/C to increase by 0.018 at the intersection of Lawrence Expressway/Southbound US 101, worsening the LOS F conditions in the PM peak hour. The following improvement measures would reduce the impact at this intersection to an acceptable level.

Measure TRN –1.1: The project shall include the construction of a third eastbound right turn lane that would improve intersection operations to an acceptable LOS E and fully mitigate the project impact. Since the intersection already operates at an unacceptable level under the Background No Project scenario and the project is not causing the deficient operations, El Camino Real Specific Plan development projects shall pay Santa Clara County a fair share contribution towards the construction of the third eastbound right-turn lane.

Measure TRN-1.2: The added turn lane would have secondary effects on pedestrian travel, as the mitigation would increase the pedestrian crossing distance at this intersection by approximately 11 to 12 feet. The secondary effects shall be minimized by designing the curbs to have tight turning radii and/or incorporating other design features that increase the visibility of pedestrians and slow oncoming vehicles, and the signalized walk time shall be increased for pedestrians crossing the off-ramp.

Because this intersection is under the jurisdiction of Santa Clara County and the City cannot ensure the implementation of the improvement measures, the project would be considered to result in unacceptable LOS operations under Background Plus Project Conditions at this intersection.

3.17.3.1 *Cumulative Effects*

The traffic impact analysis included intersection level of service calculations under Cumulative Conditions with and without the project. Cumulative Conditions are defined as traffic conditions expected in the year 2040. Traffic forecasts were obtained from the City of Santa Clara travel demand model. Planned and funded roadway improvements expected to be completed by 2040 are included in the analysis of Cumulative Conditions.

Intersection Improvements

Intersection geometries from Background Conditions were adjusted under the Cumulative No Project Conditions to include mitigation measures required in the City Place EIR (2014) Cumulative with Project scenario. Local roadway improvements from City Place that are within the study area are summarized in Table 3.17-14.

Table 3.17-14: Roadway Improvement Projects for Cumulative Conditions			
Intersection		***Improvement***	***Source***
13.	El Camino Real/ Lafayette Street	Second southbound left-turn lane. Second eastbound left-turn lane.	City of Santa Clara CIP
34.	Bowers Ave./Monroe St.	Reconfigure the northbound and southbound approaches to one left-turn lane, one through lane, and one shared through and right-turn lane. Change northbound /southbound signal operations from "split" to "protected."	City Place
36.	Bowers Ave./Central Expy.	Third southbound left-turn lane. Third eastbound left-turn lane.	City Place
41.	Central Expy./Scott Blvd.	Convert eastbound and westbound HOV lanes to mixed-flow lanes.	County Expressway Plan 2040
51.	San Tomas Expy./Walsh Ave.	Second eastbound left-turn lane.	City Place
52.	San Tomas Expy./Forbes Ave.	Third mixed-flow through lane on northbound and southbound approaches.	County Expressway Plan 2040
53.	San Tomas Expy./Pruneridge Ave.	Third mixed-flow through lane on northbound and southbound approaches. Second northbound left-turn lane.	County Expressway Plan 2040

Source: Fehr & Peers, March 2018; City of Santa Clara 2019.

Cumulative Traffic Volumes

The City of Santa Clara travel demand model was used to develop Cumulative Conditions traffic forecasts for the study area. The land uses in the 2040 model include planned developments from the City of Santa Clara 2010-2035 General Plan, as well as the full build out of the City Place project. The roadway network includes the planned and funded improvements identified in the financially constrained roadway improvement project list from the Valley Transportation Plan (VTP) 2040 published by VTA (October 2014) and the City of Santa Clara 2010–2035 General Plan. The 2040 model was run as is to develop Cumulative No Project forecasts. Land uses were adjusted in the 2040 model to reflect the land uses proposed as part the Specific Plan to develop Cumulative Plus Project forecasts. The project trip assignments for the cumulative analysis are different than those under Existing and Background Conditions, since the model accounts for changes in regional land uses and roadway networks. The Cumulative Plus Project volumes are shown in Table 3.17-15.

Table 3.17-15: Cumulative Intersection LOS Results										
					Cumulative No Project		***Cumulative Plus Project***			
Intersection	*Control*	*Jurisdiction*[1]	*LOS*	*Peak Hour*[2]	*Delay*[3]	*LOS*[4]	*Delay*[3]	*LOS*[4]	*Critical Change*[5]	*Ave. Critical Change Delay*[6]
1. El Camino Real/Wolfe Rd.	Signal	VTA/ Sunnyvale	E	AM PM	42.1 47.5	D D	42.1 47.6	D D	0.001 0.001	0.0 0.0
2. El Camino Real/Halford Ave.	Signal	Santa Clara	D	AM PM	18.3 21.1	B- C+	18.3 21.0	B- C+	0.000 0.000	0.0 -0.1
3. El Camino Real/Lawrence Expy.	Signal	VTA/SCC	E	AM PM	26.2 30.1	C C	26.4 29.8	C C	0.006 -0.011	0.3 -0.5
4. El Camino Real/Flora Vista Ave.	Signal	Santa Clara	D	AM PM	19.3 27.0	B- C	19.3 27.4	B- C	-0.002 0.007	0.0 0.8
5. El Camino Real/Calabazas Blvd.	Signal	Santa Clara	D	AM PM	29.6 41.2	C D	29.6 42.0	C D	-0.002 0.008	0.0 0.7
6. El Camino Real/Kiely Blvd.-Bowers Ave.	Signal	VTA/Santa Clara	E	AM PM	30.7 32.0	C C-	30.7 31.8	C C	-0.006 -0.010	-0.2 -0.3
7. El Camino Real/Bowe Ave.	Signal	Santa Clara	D	AM PM	16.6 23.7	B C	16.8 24.0	B C	-0.002 -0.009	0.1 0.4
8. El Camino Real/San Tomas Expy.	Signal	VTA/SCC	E	AM PM	69.9 **150.2**	E **F**	69.2 **150.4**	E **F**	-0.002 -0.003	-1.1 0.6
9. El Camino Real/ McCormick Dr.	Signal	Santa Clara	D	AM PM	19.6 28.3	B- C	12.6 28.4	B- C	0.001 0.000	0.0 0.0
10. El Camino Real/Scott Blvd.	Signal	VTA/Santa Clara	E	AM PM	35.3 40.3	D+ D	35.1 40.2	D+ D	0.003 -0.001	0.0 -0.1
11. El Camino Real/Lincoln St.	Signal	VTA/Santa Clara	E	AM PM	33.5 23.5	C- C	33.0 23.3	C- C	-0.018 -0.004	-0.7 -0.4
12. El Camino Real/Monroe St.	Signal	VTA/Santa Clara	E	AM PM	26.2 38.1	D+ D+	36.4 38.3	D+ D+	0.007 0.013	0.3 0.6
13. El Camino Real/Lafayette St.	Signal	VTA/Santa Clara	E	AM PM	39.2 40.2	D D	39.1 40.2	D D	-0.003 -0.003	-0.4 0.0

14. El Camino Real/Harrison St.	SSSC	Santa Clara	D	AM PM	25.0 **159.1**	C **F**	24.9 **147.2**	C **F**	-0.003 -0.034	0.0 -0.4
15. El Camino Real/Benton St.	Signal	Santa Clara	D	AM PM	15.8 23.8	B C	15.8 23.8	B C	0.000 -0.001	0.0 0.0
16. El Camino Real/The Alameda	Signal	VTA/Santa Clara	E	AM PM	12.9 17.2	B B	13.3 17.2	B B	0.004 0.001	0.4 0.0
17. Lawrence Expy./ Northbound US 101	Signal	SCC	E	AM PM	14.9 15.2	B B	14.9 15.1	B B	-0.001 0.002	0.0 -0.1
18. El Camino Real/ Southbound US 101	Signal	SCC	E	AM PM	10.4 **80.1**	B **F**	10.4 **80.5**	B **F**	-0.001 0.002	-0.0 0.8
19. Lawrence Expy./Oakmead Pkwy.	Signal	SCC	E	AM PM	57.1 54.5	E+ D-	56.8 54.6	E+ D-	-0.003 -0.001	-0.4 0.0
20. Lawrence Expy./Arques Ave.	Signal	VTA/SCC	E	AM PM	47.2 **119.9**	D **F**	47.1 **117.0**	D **F**	-0.002 0.000	0.1 0.4
21. Lawrence Expy./Kifer Rd.	Signal	SCC	E	AM PM	49.1 **136.3**	D **F**	49.1 **136.2**	D **F**	-0.001 -0.004	-0.1 0.2
22. Lawrence Expy./Monroe St.	Signal	VTA/SCC	E	AM PM	**88.5** **83.2**	**F** **F**	**89.2** **84.5**	**F** **F**	0.004 0.002	2.1 1.8
23. Lawrence Expy./Cabrillo Ave.	Signal	SCC	E	AM PM	38.3 38.4	D+ D+	38.2 38.4	D+ D+	-0.003 0.002	-0.2 0.3
24. Lawrence Expy./Benton St.	Signal	SCC	E	AM PM	**93.3** 52.8	**F** D-	**91.1** 53.3	**F** D-	-0.008 0.004	-3.8 1.0
25. Lawrence Expy./ Lochinvar Ave.	Signal	SCC	E	AM PM	37.2 28.8	D+ C	37.0 28.9	D+ C	-0.003 0.001	-0.3 0.1
26. Lawrence Expy./ Homestead Rd.	Signal	VTA/SCC	E	AM PM	64.2 75.5	E E-	64.1 75.0	E E	-0.003 -0.006	-0.2 -1.4
27. Lawrence Expy./ Pruneridge Ave.	Signal	SCC	E	AM PM	54.4 54.0	D- D-	53.9 54.0	D- D-	-0.002 -0.003	-0.1 -0.3
28. San Tomas Expy./Mission College Blvd.	Signal	VTA/SCC	E	AM PM	77.0 **114.6**	E- **F**	74.6 **116.2**	E **F**	-0.007 -0.001	-5.3 3.3

29. San Tomas Expy./Monroe St.	Signal	VTA/SCC	E	AM PM	45.4 44.9	D D	45.3 45.5	D D	0.001 0.007	-0.5 1.3
30. San Tomas Expy./Cabrillo Ave.	Signal	SCC	E	AM PM	27.7 21.5	C C+	26.8 21.5	C C+	0.003 0.002	-0.1 0.1
31. San Tomas Expy./Benton St.	Signal	SCC	E	AM PM	64.0 47.0	E D	67.0 47.6	E D	0.003 0.007	-0.2 -0.3
32. San Tomas Expy./ Homestead Rd.	Signal	VTA/SCC	E	AM PM	**99.8** 56.7	**F** E+	**99.8** 57.5	**F** E+	0.000 -0.004	0.0 1.3
33. Bowers Ave./Cabrillo Ave.	Signal	Santa Clara	D	AM PM	24.8 30.9	C C	24.2 30.8	C C	-0.014 0.002	-0.8 0.0
34. Bowers Ave./Monroe St.	Signal	Santa Clara	D	AM PM	29.9 30.2	C C	29.8 30.4	C C	-0.008 0.005	0.2 0.3
35. Bowers Ave/Kifer Rd.-Walsh Ave.	Signal	Santa Clara	D	AM PM	36.7 38.0	D+ D+	36.6 38.3	D+ D+	-0.004 0.005	0.0 0.7
36. Bowers Ave./Central Expy.	Signal	VTA/SCC	E	AM PM	55.3 **86.2**	E+ **F**	55.5 **85.1**	E+ **F**	0.000 -0.007	0.2 -2.6
37. Kiely Blvd./Benton St.	Signal	Santa Clara	D	AM PM	41.6 **63.1**	C- **E**	42.0 **64.8**	D **E**	0.014 -0.009	0.7 -2.6
38. Kiely Blvd./ Homestead Rd.	Signal	Santa Clara	D	AM PM	38.0 **57.0**	D+ E+	37.5 **57.5**	D+ E+	-0.013 0.002	-2.3 0.4
39. Scott Blvd./Monroe St.	Signal	Santa Clara	D	AM PM	44.8 35.7	D D+	45.5 35.7	D D+	0.006 -0.001	1.6 0.0
40. Scott Blvd./Walsh Ave.	Signal	Santa Clara	D	AM PM	22.6 **55.2**	C+ E+	22.6 **56.2**	C **E+**	-0.001 0.004	0.0 1.3
41. Scott Blvd./Central Expy.	Signal	VTA/SCC	E	AM PM	55.2 **87.1**	E+ **F**	55.0 **88.2**	E+ **F**	-0.001 0.004	1.6 4.7
42. Scott Blvd./Clay St.	Signal	Santa Clara	D	AM PM	11.5 23.7	B+ C	11.8 23.5	B+ C	0.001 0.005	0.7 0.7
43. Scott Blvd./Harrison St.	SSSC	Santa Clara	D	AM PM	31.9 **67.9**	D **F**	32.1 **66.4**	D **F**	0.001 **-0.004**	0.0 0.0
44. Scott Blvd./Benton St.	Signal	Santa Clara	D	AM PM	19.8 18.9	B- B-	19.8 18.9	B- B-	0.001 -0.002	0.0 0.0

45. Scott Blvd./ Homestead Rd.	Signal	Santa Clara	D	AM PM	16.6 17.9	B B	16.6 18.0	B B	0.001 0.001	0.1 0.1
46. Lawrence Expy. Southbound/ Stevens Creek Blvd.	Signal	VTA/SCC	E	AM PM	31.3 26.6	C C	31.3 26.6	C C	0.000 -0.001	0.0 0.0
47. Lawrence Expy. Northbound/ Stevens Creek Blvd.	Signal	VTA/SCC	E	AM PM	24.7 29.7	C- C	34.5 29.8	C- C	-0.005 0.000	-0.2 0.0
48. Lawrence Expy./Calvert Dr. - I-280 Southbound	Signal	VTA/SCC	E	AM PM	39.5 48.5	C- D	39.0 48.4	D+ D	-0.003 0.000	-0.7 -0.1
49. Bowers Ave./Scott Blvd.	Signal	VTA/Santa Clara	E	AM PM	54.0 39.2	D- D	54.0 39.8	D- D	-0.006 0.008	-0.1 0.6
50. San Tomas Expy/Scott Blvd.	Signal	VTA/SCC	E	AM PM	50.9 73.4	D E	51.6 74.3	D- E	0.001 0.009	0.2 1.7
51. San Tomas Expy./Walsh Ave.	Signal	SCC	E	AM PM	48.5 64.0	D E	48.6 62.4	D E	-0.002 -0.018	-0.4 -3.7
52. San Tomas Expy./Forbes Ave.	Signal	SCC	E	AM PM	29.7 25.0	C C	29.7 24.6	C C	0.001 -0.002	-0.6 -0.7
53. San Tomas Expy./ Pruneridge Ave.	Signal	SCC	E	AM PM	**80.5** 71.7	**F** E	**81.5** 70.8	**F** E	0.004 0.006	1.3 -4.0
54. The Alameda/I-880 Southbound	Signal	VTA/San Jose	E	AM PM	28.2 15.1	C B	28.6 15.0	C B	0.004 -0.002	0.4 0.0
55. The Alameda/I-880 Northbound	Signal	VTA/San Jose	E	AM PM	24.3 22.0	C C+	24.3 22.4	C C+	0.000 0.017	0.0 0.5

Notes:
1. VTA = Congestion Management Program (CMP) intersection; SCC = Santa Clara County intersection
2. AM = morning peak hour, PM = evening peak hour
3. For signalized intersections whole intersection weighted average control delay is expressed in seconds per vehicle, calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.
4. LOS = Level of service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.

5. Change in critical V/C ratio between background and background with-Project conditions.
6. Change in average critical movement delay between Cumulative and Cumulative Plus Project conditions.
Bold text indicates unacceptable operations according to the jurisdiction's LOS standard.

Source: Fehr & Peers, November 2019.

Cumulative Plus Project Conditions

As shown in Table 3.17-15, under Cumulative Plus Project conditions 17 intersections would operate at an unacceptable level under the identified peak hour:

- Intersection #8 – El Camino Real/San Tomas Expressway (VTA/LOS E): LOS F in the PM peak hour;
- Intersection #14 – El Camino Real/Harrison Street (Santa Clara/LOS D): LOS F in the PM peak hour;
- Intersection #18 – Lawrence Expressway/Southbound US 101 (VTA/LOS E): LOS F in the PM peak hour;
- Intersection #20 – Lawrence Expressway/Arques Avenue (VTA/LOS E): LOS F in the PM peak hour;
- Intersection #21 – Lawrence Expressway/Kifer Road (Santa Clara County/LOS E): LOS F in the PM peak hour;
- Intersection #22 – Lawrence Expressway/Monroe Street (VTA/LOS E): LOS F in the AM and PM peak hours;
- Intersection #24 – Lawrence Expressway/Benton Street (Santa Clara County/LOS E): LOS F in the AM peak hour;
- Intersection #28 – San Tomas Expressway/Mission College Boulevard (VTA/LOS E): LOS F in the PM peak hour;
- Intersection #32 – San Tomas Expressway/Homestead Road (VTA/LOS E): LOS F in the AM peak hour;
- Intersection #36 – Bowers Avenue/Central Expressway (VTA/LOS E): LOS F in the PM peak hour;
- Intersection #37 – Kiley Boulevard/Benton Street (Santa Clara/LOS D): LOS E in the PM peak hour;
- Intersection #38 – Kiley Boulevard Homestead Road (Santa Clara/LOS D): LOS E in the PM peak hour;
- Intersection #40 – Scott Boulevard/Walsh Avenue (Santa Clara/LOS D): LOS E in the PM peak hour;
- Intersection #41 – Scott Boulevard/Central Expressway (VTA/LOS E): LOS F in the PM peak hour;
- Intersection #43 – Scott Boulevard/Harrison Street (Santa Clara/LOS D): LOS E in the PM peak hour;
- Intersection #53 – San Tomas Expressway/Pruneridge Avenue (Santa Clara County/LOS E): LOS F in the AM peak hour.

Intersection LOS Conditions Determination

The project's effects on existing LOS conditions for the above-listed intersections are discussed below.

Intersection #8 - El Camino Real/San Tomas Expressway (VTA/LOS E) - The project would exacerbate unacceptable LOS F operations during the PM peak hour. However, the addition of project traffic would not increase the critical delay by more than four seconds and the V/C ratio would not increase by more than 0.01.

Intersection #14 - El Camino Real/Harrison Street (Santa Clara/LOS D) - The project would exacerbate unacceptable LOS F operations during the PM peak hour. However, MUTCD's peak hour volume signal warrant would not be met.

Intersection #18 – Lawrence Expressway/Southbound US 101 (VTA/LOS E) - The project would exacerbate unacceptable LOS F operations during the PM peak hour. However, the addition of project traffic would not increase the critical delay by more than four seconds and the V/C ratio would not increase by more than 0.01.

Intersection #20 – Lawrence Expressway/Arques Avenue (VTA/LOS E) - The project would exacerbate unacceptable LOS F operations during the PM peak hour. However, the addition of project traffic would not increase the critical delay by more than four seconds and the V/C ratio would increase by more than 0.01.

Intersection #21 – Lawrence Expressway/Kifer Road (VTA/LOS E) - The project would exacerbate unacceptable LOS F operations during the PM peak hour. However, the addition of project traffic would not increase the critical delay by more than four seconds and the V/C ratio would not increase by more than 0.01.

Intersection #22 – Lawrence Expressway/Monroe Street (VTA/LOS E) - The project would exacerbate unacceptable LOS F operations during the AM and PM peak hours. However, the addition of project traffic would not increase the critical delay by more than four seconds and the V/C ratio would not increase by more than 0.01.

Intersection #24 – Lawrence Expressway/Benton Street (Santa Clara County/LOS E) - The project would exacerbate unacceptable LOS F operations during the AM peak hour. However, the critical delay would decrease and the V/C ratio would not increase by more than 0.01.

Intersection #28 – San Tomas Expressway/Mission College Boulevard (VTA/LOS E) - The project would exacerbate unacceptable LOS F operations during the PM peak hour. However, while the addition of project traffic would increase the critical delay by more than four seconds, the V/C ratio would not increase by more than 0.01. No mitigation measures are required.

Intersection #32 – San Tomas Expressway/Homestead Road (VTA/LOS E) - The project would exacerbate unacceptable LOS F operations during the AM peak hour. However, the addition of project traffic would not increase the critical delay by more than four seconds and the V/C ratio would increase by more than 0.01.

Intersection #36 – Bowers Avenue/Central Expressway (VTA/LOS E) - The project would exacerbate unacceptable LOS F operations during the PM peak hour. However, the addition of project traffic would not increase the critical delay by more than four seconds and the V/C ratio would not increase by more than 0.01.

Intersection #37 – Kiely Boulevard/Benton Street (Santa Clara/LOS D) - The project would exacerbate unacceptable LOS E operations during the PM peak hour. However, the addition of project traffic would not increase the critical delay by more than four seconds and the V/C ratio would not increase by more than 0.01.

Intersection #38 – Kiely Boulevard/Homestead Road (Santa Clara/LOS D) - The project would exacerbate unacceptable LOS E operations during the PM peak hour. However, the addition of project traffic would not increase the critical delay by more than four seconds and the V/C ratio would not increase by more than 0.01.

Intersection #40 – Scott Boulevard/Walsh Avenue (Santa Clara/LOS D) - The project would exacerbate unacceptable LOS E operations during the PM peak hour. However, the addition of project traffic would not increase the critical delay by more than four seconds and the V/C ratio would not increase by more than 0.01.

Intersection #41 – Scott Boulevard/Central Expressway (VTA/LOS E) - The project would exacerbate unacceptable LOS F operations during the PM peak hour. However, the addition of project traffic would not increase the critical delay by more than four seconds and the V/C ratio would not increase by more than 0.01.

Intersection # 43 - Scott Boulevard / Harrison Street (Santa Clara/LOS D) - The project would exacerbate unacceptable LOS F operations during the PM peak hour. However, MUTCD's peak hour volume signal warrant would not be met.

Intersection #53 – San Tomas Expressway/Pruneridge Avenue (Santa Clara County/LOS E) - The project would exacerbate unacceptable LOS F operations during the AM peak hour. However, the addition of project traffic would not increase the critical delay by more than four seconds and the V/C ratio would not increase by more than 0.01.

3.17.3.2 *Summary*

Based on the results of the Traffic Impact Analysis, implementation of the proposed El Camino Real Specific Plan would result in the following conditions to the existing roadways system.

- Under Existing Plus Project Conditions, all study intersections are determined
- Under Background Plus Project Conditions, implementation of the project would cause the critical delay to increase by 7.0 seconds and the V/C to increase by 0.018 at the intersection of Lawrence Expressway/Southbound US 101, worsening the LOS F conditions in the PM peak hour. This intersection is under the jurisdiction of Santa Clara County and the City cannot ensure the implementation of the improvement;

- The project will provide improved pedestrian and bicycling facilities to enhance the existing pedestrian and bicycling networks.

- Because the proposed transit improvements are consistent with City and VTA policies to increase the efficiency of bus service along key transit corridors and would result in less than significant impacts to transit ridership, the project is considered to have a less than significant transit impact.

- VMT will be reduced with the implementation of the project, reducing potential impacts to a less than significant level.

  Under Cumulative Plus Project conditions, 17 intersections would operate at an unacceptable level during the AM and PM peak hour periods. However, the addition of project traffic would not increase the critical delay by more than four seconds at these intersections, and the V/C ratio would not increase by more than 0.01

3.18 TRIBAL CULTURAL RESOURCES

3.18.1 Environmental Setting

3.18.1.1 *Regulatory Framework*

State

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or;
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

Archaeological Resources and Human Remains

Archaeological and historical sites are protected by a number of state policies and regulations under the California Public Resources Code, California Code of Regulations (Title 14 Section 1427), and California Health and Safety Code. California Public Resources Code Sections 5097.9-5097.991 require notification of discoveries of Native American remains and provides for the treatment and disposition of human remains and associated grave goods.

Both state law and County of Santa Clara County Code (Sections B6-19 and B6-20) require that the Santa Clara County Coroner be notified if cultural remains are found on a site. If the Coroner determines the remains are those of Native Americans, the Native American Heritage Commission (NAHC) and a "most likely descendant" must also be notified.

Senate Bill 18

The intent of Senate Bill 18 (SB 18) is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. The

Notice of Preparation for the El Camino Specific Plan EIR was sent to the tribes by the City on May 15, 2019, in conformance with the SB 18 requirements.

Local

Santa Clara County Code

Both state law and the Santa Clara County Code (Sections B6-19 and B6-20) require that the Santa Clara County Coroner be notified if cultural remains are found on a site. If the Coroner determines the remains are those of Native Americans, the Native American Heritage Commission and a "most likely descendant" must also be notified.

City of Santa Clara 2010-2035 General Plan

The General Plan contains the following tribal cultural resources policies which are applicable to the proposed project.

Policies	Description
5.6.3-P1	Require that new development avoid or reduce potential impacts to archaeological, paleontological and cultural resources.
5.6.3-P2	Encourage salvage and preservation of scientifically valuable paleontological or archaeological materials.
5.6.3-P4	Require that a qualified paleontologist/archaeologist monitor all grading and/or excavation if there is a potential to affect archeological or paleontological resources, including sites within 500 feet of natural water courses and the Old Quad neighborhood.
5.6.3-P5	In the event that archeological/paleontological resources are discovered, require that work be suspended until the significance of the find and recommended actions are determined by a qualified archeologist/paleontologist.
5.6.3-P6	In the event that human remains are discovered, work with the appropriate Native American representative and follow the procedures set forth in State Law

3.18.1.2 *Existing Conditions*

The City of Santa Clara contains a large number of pre-colonial archaeological sites that reflect many thousands of years of Native American land use and residency. In the general area of the proposed Specific Plan, Native American archaeological sites have been recorded on the wide valley terraces within ¼ mile of major rivers and creeks, and along the edge of the historic San Francisco Bay margins and marshlands. Often these resources have been buried by alluvium or fill. After the establishment of Mission Santa Clara in three successive locations, Native Americans also lived near the surrounding areas. The Plan Area is part of the wide valley terrace that is Santa Clara Valley.

The NWIC records search completed by *Albion Environmental* indicated that 21 archaeological studies have been conducted within the Plan area and 19 studies have been conducted within a ¼-mile radius of the Plan area. The majority of these studies are surveys and reconnaissance studies with very little subsurface testing. Albion's background research completed for the proposed project suggests that, due to past dynamic geological processes, the Plan area holds moderate potential to contain buried archaeological deposits in Holocene Alluvial landforms.

The Plan area does not contain any recognized tribal cultural resources which are listed or eligible for listing on the California Register or the City of Santa Clara Historical Resources Inventory. There are, however, two pre-colonial sites with associated habitation debris and Native American burials within ¼-mile of the Plan area. The area of the project site with the highest sensitivity for prehistoric resources (including TCRs) is in the vicinity of Saratoga Creek, which passes through the Plan area roughly between Kiely Boulevard/Bowers Avenue and San Tomas Expressway. At the time of preparation of this EIR, the City has not received any requests for tribal consultation pursuant to AB 52.

3.18.2 Impact Discussion

For the purpose of determining the significance of the project's impact on tribal cultural resources, the City examines whether the project would cause a substantial adverse change in the significance of a tribal cultural resource, which is defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

3.18.2.1 *Project Impacts*

Impact TCR-1:	The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). **(Less than Significant Impact with Mitigation Incorporated)**

As described above in Section 3.18.1.2 Existing Conditions, there are no tribal cultural resources identified within the Plan Area which are listed or eligible for listing in the California Register or the City of Santa Clara Historic Resources Inventory. There are, however, two prehistoric resources within ¼-mile of the Plan Area, in the vicinity of Saratoga Creek. As such, this portion of the Plan Area is considered moderately sensitive for prehistoric resources.

Mitigation measures to reduce potentially significant impacts to cultural resources are described in Section 3.5 of this EIR. These measures would also apply to TCRs. Specifically, mitigation measure MM CUL-1.1 requires an archaeological sensitivity assessment to be completed for redevelopment projects along the Saratoga Creek vicinity and an archaeological monitoring plan to be implemented if archaeological deposits are uncovered during construction in this area. These measures would

ensure that the portions of the Plan area with higher archaeological sensitivity are properly studied during future development projects and appropriate avoidance measures are integrated into construction activities. Mitigation measures MM CUL-1.3 and -1.4 prescribe appropriate processes to be followed in the event of accidental discovery of archaeological resources and human remains, respectively, throughout the Plan area. Adherence to these mitigation measures would ensure that any discovered TCRs are preserved in place, studied, or recovered to the maximum extent feasible. If any discovered human remains are determined to be Native American the NAHC would be notified, the most likely descendant would be identified by the NAHC, and the recommendations of the MLD would be adhered to in accordance with Section 15064.5(e) of the CEQA Guidelines. For these reasons, the proposed project would result in a less than significant impact to TCRs which are eligible or potentially eligible for listing in the California Register or in a local register of historical resources. **(Less than Significant Impact with Mitigation Incorporated)**

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

As discussed above in Impact TCR-1, implementation of the project could disturb unknown subsurface resources. These resources could be determined to be significant by the City upon consultation with Native American tribes in the area or other relevant stakeholders. The proposed project includes mitigation measures which address accidental disturbance of cultural resources and set forth the appropriate procedure to be followed in the event of discovery. Implementation of these measures would ensure the project does not cause a substantial adverse change in the significance of a tribal cultural resource that is determined to be significant by the City. Therefore, the impact would be less than significant with mitigation. **(Less than Significant Impact with Mitigation Incorporated)**

3.18.2.2 *Cumulative Impacts*

Impact TCR-C:	The project would not result in a cumulatively considerable contribution to a significant tribal cultural resources impact. **(Less than Significant Cumulative Impact)**

Cumulatively, other projects in Santa Clara may require excavation and grading or other activities that have the potential to affect TCRs. No TCRs were identified within the project area, although Santa Clara contains numerous Native American archaeological sites. Cumulative projects would be required to implement standard conditions or mitigation measures that would avoid impacts and/or reduce them to a less than significant level consistent with CEQA and AB 52 requirements. These projects would also be subject to the federal, state, and county laws regulating archaeological resources and human remains. For these reasons, the proposed project in combination with other projects in Santa Clara would not result in a significant cumulative tribal cultural resources impact. **(Less than Significant Cumulative Impact)**

3.19 UTILITIES AND SERVICE SYSTEMS

The following discussion is based in part on a Draft Water Supply Assessment (WSA) prepared by the City's Department of Water and Sewer Utilities in July 2020. A copy of the WSA is included in Appendix E1 of this EIR. A Sanitary Sewer Capacity Evaluation was prepared by *Woodard & Curran* in July 2020. A copy of this technical memorandum is included in Appendix E2 of this EIR.

3.19.1 Environmental Setting

3.19.1.1 *Regulatory Framework*

State

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The City of Santa Clara adopted its most recent UWMP in November 2016.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025.

Local

City of Santa Clara 2010 – 2035 General Plan

General Plan policies applicable to utilities and service systems include, but are not limited to, the following listed below.

Policies	Description
5.1.1-P3	Prior to the implementation of Phase III of the General Plan, undertake a comprehensive assessment of water, sanitary sewer conveyance, wastewater treatment, solid waste disposal, storm drain, natural gas, and energy demand and facilities in order to ensure adequate capacity and funding to implement the necessary improvements to support development in the next phase.
5.1.1-P8	Prior to approval of residential development for Phase III in any Future Focus Area, complete a comprehensive plan for infrastructure and utilities, that specifies: • With provisions for sufficient storm drain, sanitary sewer conveyance, wastewater treatment, water, solid waste disposal and energy capacity
5.1.1-P21	Prior to 2023, identify and secure adequate solid waste disposal facilities to serve development in Phase III.
5.3.1-P9	Require that new development provide adequate public services and facilities, infrastructure, and amenities to serve the new employment or residential growth.
5.3.1-P11	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.
5.3.1-P17	Promote economic vitality by maintaining the City's level of service for public facilities and infrastructure, including affordable utilities and high quality telecommunications.
5.3.1-P27	Encourage screening of above-ground utility equipment to minimize visual impacts.
5.3.1-P28	Encourage undergrounding of new utility lines and utility equipment throughout the City.
5.10.1-P6	Require adequate wastewater treatment and sewer conveyance capacity for all new development.
5.10.4-P3	Promote water conservation, recycled water use and sufficient water importation to ensure an adequate water supply.
5.10.4-P4	Require an adequate water supply and water quality for all new development.
5.10.4-P5	Prohibit new development that would reduce water quality below acceptable State and local standards.
5.10.4-P6	Maximize the use of recycled water for construction, maintenance, irrigation and other appropriate applications.
5.10.4-P7	Require installation of native and low-water-consumption plant species when landscaping new development and public spaces to reduce water usage.
5.10.4-P8	Require all new development within a reasonable distance of existing or proposed recycled water distribution systems to connect to the system for landscape irrigation.
5.10.5-P20	Maintain, upgrade and replace storm drains throughout the City to reduce potential flooding.
5.10.5-P21	Require that storm drain infrastructure is adequate to serve all new development and is in place prior to occupancy.

3.19.1.2 *Existing Conditions*

The Plan Area is developed with a mix of commercial shopping centers, office space, and residential units. The Plan Area contains approximately 2,265,000 square feet of commercial space, including 100,000 square feet of local office uses, and 2,500 residential units.

Water Service

Potable Water

Potable water in the City of Santa Clara comes from three sources, including local, city-owned wells; Valley Water; and the San Francisco Public Utilities Commission (SFPUC). Water service to the Plan Area is provided by wells owned by the City of Santa Clara.

The water system consists of more than 335 miles of water mains, 26 wells and seven storage tanks with more than 28 million gallons of water capacity.[84] Drinking water is provided by an extensive underground aquifer (accessed by the City's wells) and by two wholesale water importers: Valley Water (imported from the Sacramento-San Joaquin Delta) and the SFPUC Hetch Hetchy System. Approximately 62 percent of the City's potable water supply is pumped from the City's system of 26 deep wells.[85] The remaining water is supplied by water imported from Valley Water and SFPUC. The three sources (SCVWD, SFPUC, and groundwater) are used interchangeably or are blended together. A water recharge program administered by Valley Water from local reservoirs and imported water enhances the dependability of the underground aquifer.

Average historical water usage in the Plan area was calculated using the existing water demand from 2011-2015, excluding the period from August 2014 through 2015 when the City implemented its Water Shortage Contingency Plan in an effort to meet potable water demand reduction targets in response to the Governor's Emergency Drought Regulations. The total existing water demand for the Plan area is calculated to be 224.1 acre-feet per year, or 200,101 gallons per day (gpd).

Recycled Water

The South Bay Water Recycling Program was initiated to reduce the amount of treated wastewater entering San Francisco Bay from the San José-Santa Clara Regional Wastewater Facility. The City of Santa Clara sources approximately 16 percent of its water from the South Bay Water Recycling Program for certain approved non-potable uses, which is delivered through separate pipelines.[86]

Recycled water is currently not provided throughout the Plan area. All recycled water line extensions for on-site use and demand in the Plan area would require City, South Bay Water Recycling, and State Water Resources Control Board – Division of Drinking Water approval.

[84] City of Santa Clara. "Water Utility." Accessed March 2, 2020. https://www.santaclaraca.gov/our-city/departments-g-z/water-sewer-utilities/water-utility
[85] Ibid.
[86] Ibid.

Wastewater Treatment

Wastewater from the City of Santa Clara is treated at the San José-Santa Clara Regional Wastewater Facility (RWF), located near Alviso in north San José. The RWF serves eight tributary sewage collection agencies and is administered and operated by the City of San José's Department of Environmental Services. The RWF provides primary, secondary, and tertiary treatment of wastewater and has the capacity to treat 167 million gallons of wastewater per day (mgd).[87] The facility currently treats an average of 110 mgd of wastewater.[88] The City of Santa Clara currently has rights to approximately 25 mgd of the total treatment capacity at the plant with peak sewage flows of 16.15 mgd in 2017.[89]

Wastewater conveyance facilities within the Plan area are owned and maintained by the City of Santa Clara Department of Water and Sewer Utilities. Wastewater flows from the Plan area enter the City's sanitary sewer system at various manholes along El Camino Real and at eight to 12-inch sewer lines which discharge to trunks north of El Camino Real. Flows from the Plan area may be conveyed through many of the trunk lines conveying flow north to the RWF and to the Trimble Road trunk. The General Plan Final EIR states that several sewer mains and collector lines in the City are currently near or at capacity. To address capacity issues, the 2016 Sanitary Sewer Master Plan includes several capacity improvement projects, including the Cabrillo Avenue Sewer Improvement project, the recently lined 24-inch sewer along Calabazas Creek, the recently discovered 19-inch constriction along the Calabazas Creek sewer, and the recently constructed Calabaza Creek Sewer Improvement project. Several of the parcels within the Plan area would discharge wastewater to the City's sewer system through these improved sewer lines.

Based on wastewater flow factors included in the City's 2016 Sanitary Sewer Master Plan Update, the existing land uses in the Plan area would generate approximately 611,500 gallons of wastewater per day.[90]

Storm Drainage

The City of Santa Clara owns and maintains the municipal storm drainage system that serves the project site. The lines that serve the project site drain into tributaries and streams in the area and eventually to the San Francisco Bay. There is no overland release of stormwater directly into any water body from the project site. There are existing storm drain inlets and underground pipelines in El Camino Real and surrounding streets that serve the Plan area.

Solid Waste

The Santa Clara County's Integrated Waste Management Plan (IWMP) was approved by the California Integrated Waste Management Board (CIWMB) in 1996 and has since been reviewed in 2004, 2007, and 2011. According to the IWMP, the County has adequate disposal capacity beyond

[87] City of San José, Environmental Services Department. "San José-Santa Clara Regional Wastewater Facility". Accessed March 2, 2020. https://www.sanjoseca.gov/your-government/environment/water-utilities/regional-wastewater-facility
[88] Ibid.
[89] City of San José, Environmental Services Department. *Tributary Agencies' Estimated Available Plant Capacity – 2017.* December 20, 2017.
[90] Based on 0.1 gpd/sf for commercial and office uses and 175 gpd per residential unit.

2026.[91] Solid waste generated within the County is landfilled at Guadalupe Mines, Kirby Canyon, Newby Island, Zanker Road Materials Processing Facility, and Zanker Road landfills.

Solid waste collection in the City of Santa Clara is provided by Mission Trail Waste System through a contract with the City. Mission Trail Waste System also has a contract to implement the Clean Green portion of the City's recycling plan by collecting yard waste. All other recycling services are provided through Stevens Creek Disposal and Recycling. The City has a contract with the owners of the Newby Island Landfill (NISL), located in San José, to provide disposal capacity for the City of Santa Clara through 2024. As of November 2019, NISL had approximately 14.6 million cubic yards of remaining capacity.[92] The landfill is permitted to receive up to 4,000 tons of solid waste per day.[93] There is sufficient capacity at this facility to serve existing and planned development under the 2010-2035 General Plan through 2024.[94] Beyond 2024, the City would need to contract with another landfill operator which would be subject to separate environmental review.

The City of Santa Clara has a construction debris diversion ordinance which requires all projects over 5,000 square feet to divert a minimum 50 percent of construction and demolition debris from landfills.

3.19.2 Impact Discussion

For the purpose of determining the significance of the project's impact on utilities and service systems, a utilities and service systems impact is considered significant if the project would:

1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
3) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
4) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
5) Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste.

[91] Santa Clara County. *Five-Year CIWMP/RAIWMP Review Report.* May 2011.
[92] Personal communication. Daniel North, General Manager - Republic Services. November 2019.
[93] CalRecycle. SWIS Facility Detail Newby Island Sanitary Landfill {43-AN-0003). Accessed March 3, 2020. https://www2.calrecycle.ca.gov/swfacilities/Directory/43-AN-0003/
[94] City of Santa Clara. *City of Santa Clara 2010-2035 General Plan.* 2010. Page 5-124.

3.19.2.1 *Project Impacts*

Impact UTL-1:	The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. **(Less than Significant Impact with Mitigation Incorporated)**

Water Facilities

The existing water lines throughout the Plan area are generally pressurized and have a higher capacity than sewer pipes of the same size. Given that the existing pressure of each water main is unknown, additional modeling would need to be conducted to determine capacity on a project by project basis. Smaller lines (six to eight inches) would be monitored and analyzed more regularly for capacity deficiencies. Based on the existing demand and projected additional demand on the system, all eight-inch water lines within the Plan area (approximately 15,400 linear feet) would need to be inspected for potential upsizing. As described in the Specific Plan, the responsibility for implementing necessary upgrades would be determined at the time of specific development proposals. Individual developments may be required to make fair-share contributions to upgrades to water facilities or incorporate infrastructural improvements as a component of the development. Proposed improvements would be subject to design review by the City's Public Works Department. Implementation of any future improvements would be required to incorporate standard construction BMPs for to manage dust, erosion, and stormwater runoff. Similarly, any utility line upgrades would be required to comply with mitigation measures for subsurface cultural resources and noise (refer to *Sections 3.5 Cultural Resources* and *3.13 Noise*). Therefore, the proposed Specific Plan would not result in the relocation or construction of new or expanded water facilities which would cause significant environmental effects. **(Less than Significant Impact with Mitigation Incorporated)**

Wastewater Facilities

The City of Santa Clara conducted a sanitary sewer capacity evaluation for the proposed Specific Plan (see Appendix E2). The capacity evaluation addressed trunk sewers only; unmodeled local small (six- and eight-inch) diameter sewers were not analyzed. To evaluate potential sewer capacity impacts, the City's current solution network was used. The network consists of the City's expanded trunk sewer system that was developed as part of the 2016 Sanitary Sewer Master Plan, as well as recent completed and proposed sewer improvements. The sanitary sewer load following build out of the General Plan through 2035 was factored in, including the maximum contractual load (13.8 mgd) that the City receives from the Cupertino Sanitary District (CuSD). System capacity was evaluated based on the ability of the sanitary sewer system to convey future dry weather and wet weather flows resulting from planned build out of the General Plan and the proposed Specific Plan. The same 10-year design storm that was used for the 2016 Sanitary Sewer Master Plan was used in this analysis.

Sanitary sewer flows within the Plan area were modeled based on either specific development projects (approved, pending, or submitted) or as general land use parcels which would be guided by land use designations within the Specific Plan. For estimating sanitary sewer loads, the same unit flow factors used in the 2016 Sanitary Sewer Master Plan were used for residential land uses. For commercial land uses, the Specific Plan does not differentiate between specific square footage of

general commercial versus restaurant uses (which have varied wastewater generation rates); therefore, it was assumed that restaurant space makes up 25 percent of the total commercial space. If a parcel was not identified for a planned land use change under the Specific Plan, the same 2035 load estimates used in the 2016 Sanitary Sewer Master Plan were used for this analysis.

The results of the sanitary sewer modeling show that under the 2035 General Plan scenario, which includes specific developments along the El Camino Real corridor that were approved since the 2016 Sanitary Sewer Master Plan and excludes the Specific Plan, most sewers immediately downstream of the Plan area are predicted to be less than 75 percent full. There are a few sewer segments that would be between 75 and 90 percent full and between 90 percent full and 100 percent full along El Camino Real, west of Calabaza Boulevard, and along Calabazas Boulevard. The downstream segments of the Bowers Avenue trunk (north of Chromite Drive) are predicted to be 75 to 90 percent full. Sewer segments immediately upstream and downstream of Walsh Avenue and San Tomas Expressway and along Scott Boulevard would be 75 percent to over 90 percent full. Of the sewer trunks analyzed, none were found to experience surcharge exceeding the City's criteria aside from a segment of the 24-inch Calabazas Creek trunk. The deficiency along the Calabazas Creek trunk is caused by a newly discovered 19-inch constriction and the City is currently in the process of addressing this deficiency.

With full build out of the Specific Plan, many of the sewer lines downstream of the Plan area would convey additional wastewater flows. The Calabazas Creek trunk would continue to experience surcharge, although conditions would remain similar to the 2035 General Plan scenario. The additional flow added by the Specific Plan would have a minimal impact on this deficiency. The additional flows from build out of the Specific Plan would not cause any further deficiencies in the immediate downstream sewers along El Camino Real, Calabazas Boulevard, Bowers Avenue, San Tomas Expressway, Los Padres Boulevard, or De La Cruz Boulevard. The Rabello and Northside pump stations have a combined rated firm capacity of 41 mgd, which would be exceeded under both the 2035 General Plan (approximately 45.3 mgd) and the Specific Plan (approximately 45.7 mgd) build out scenarios. Future capacity improvements may be necessary to ensure the pump stations meet expected demand from future development in the City. Any capacity improvements would be subject to additional CEQA review.

As mentioned above, the sanitary sewer capacity evaluation only included an evaluation of trunk sewers. Smaller (six- and eight-inch diameter) lines would need to be evaluated at the time of specific development proposals. Any necessary upgrades, and the responsibility for such upgrades, will be determined during the development review process.

Infrastructure improvements would be subject to design review by the City. Implementation of any future improvements would be required to incorporate standard construction BMPs to manage dust, erosion, and stormwater runoff, and comply with mitigation measures for subsurface cultural resource and noise impacts. Therefore, the proposed Specific Plan would not result in the relocation or construction of new or expanded wastewater facilities which would cause significant environmental effects. **(Less than Significant Impact with Mitigation Incorporated)**

Stormwater Drainage Facilities

Future development under the Specific Plan would be required to adhere to local, regional and statewide regulations pertaining to the management of stormwater runoff during construction and

operation (refer to *Section 3.10 Hydrology and Water Quality*). Individual projects will incorporate appropriately sized stormwater treatment systems to reduce the demand placed on the City's storm drainage system and improve the water quality of runoff. By managing stormwater runoff in accordance with existing regulations, future developments under the Specific Plan would not require the construction of new or upgraded stormwater drainage facilities which could impact the environment.

As described in Chapter 6 of the Specific Plan, locations have been outlined where permeable paving may be installed within the proposed cycle track. The locations are determined by utility lines running beneath the proposed cycle track location and the proximity to existing storm drain infrastructure. There are locations where permeable paving can be installed on the north side/westbound El Camino Real; however, additional storm drain infrastructure would need to be installed to achieve this. If the City decides to implement the necessary improvements, construction of additional storm drain infrastructure would be required to adhere to BMPs to manage construction dust, erosion, and stormwater runoff, and comply with mitigation measures for subsurface cultural resource impacts. Depending on the scope of construction work and proximity to noise-sensitive receptors, these future improvements could be required to implement mitigation measures to control construction noise, as described in *Section 3.13 Noise.* If tree removal is required to install storm drain infrastructure, all trees removed would be replaced at a minimum 2:1 ratio (as stated in General Plan Policy 5.3.1-P10). For these reasons, any modifications or upgrades to stormwater drainage facilities in the Plan area would not cause significant environmental effects. **(Less than Significant Impact with Mitigation Incorporated)**

Electric Power, Natural Gas, and Telecommunications

The Specific Plan has identified potential utility conflicts due to electrical lines being located at the back of the existing sidewalks throughout the Plan area. This could require electrical lines to be relocated due to proposed streetscape improvements under the Specific Plan. The project is located in a highly urbanized area and establishing new or modified connections to these utilities would not require substantial site disturbance. During any relocation of electrical lines, standard construction BMPs would be implemented to manage dust, erosion, and stormwater runoff. The same would apply for any new or modified natural gas and telecommunications lines.

To accommodate the electric demand for the specific area plan, the detailed SVP electric Planning/interconnection study will be required that will assess impact of the project electric demand to the SVP bulk electric system, transmission, and distribution system. The study will determine cost implications to the project that will be finalized under Citywide Camino Real infrastructure impact fee study report. There will be expansion and reinforcement of SVP facilities including rebuilding exist homestead substation to 3 – 30 MVA at 55 degree c transformer bank, expansion of Brokaw substation to additional third 20 MVA at 55 degree c transformer bank and possibly reinforcement of existing Zeno Substation . The offsite electrical infrastructure for utility power distribution will be required to bring sufficient power to the specific area plan. The electrical infrastructure will be required on both sides of El Camino real and crossing across El Camino Real. The electrical infrastructure construction would be subject to the standard BMPs. Therefore, the proposed project would not cause significant environmental effects due to the construction or relocation of electric power, natural gas, or telecommunications utilities. **(Less than Significant Impact)**

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

The Specific Plan would result in the development of 6,200 additional housing units and a reduction of approximately 395,000 square feet of commercial space. The WSA prepared for the project developed water demand projections for the proposed land use changes using an "End Use" model, which consisted of two main steps: 1) establishing base year water demand at the end-use level (such as toilets, showers) and calibrating the model to initial conditions; and 2) forecasting future water demand based on future demands of existing water service accounts and future growth in the number of water service accounts.

Compared to the baseline water demand in the Plan area, the proposed project would result in a net increase in water demand of approximately 662 acre-feet per year. On a citywide level, the UWMP projected an increase in water demand of 1,007.1 acre-feet per year between 2025 and 2029; an increase of 1,017.1 acre-feet per year between 2030 and 2034; and an increase of 872.8 acre-feet per year between 2035 and 2040. The project water demand amounts to a net increase of 193.3 acre-feet per year beyond what was analyzed in the UWMP for the 2025 to 2029 planning period. As the baseline water usage and demand projections under the existing land use designations in the Plan area were already taken into account in the 2015 UWMP, the WSA analyzed only the net increase in water demand due to the project.

The City's UWMP examines current and projected water supplies and demands and provides a water shortage contingency plan. The UWMP presents the City's water supply projections during a normal year, single dry year, and multiple dry years through 2045 based on growth projections in Plan Bay Area, which is consistent with the City's General Plan. Table 3.19-1 and Table 3.19-2 show the projected water supply and demand during normal water year and single dry year conditions, respectively.

Table 3.19-1: Normal Year Water Supply and Demand Comparison

	2025	2030	2035	2040
Supply totals	39,024 acre-feet	39,424 acre-feet	39,824 acre-feet	40,244 acre-feet
Demand totals	31,040 acre-feet	32,047 acre-feet	33,064 acre-feet	33,937 acre-feet
Difference	**7,984 acre-feet**	**7,377 acre-feet**	**6,760 acre-feet**	**6,287 acre-feet**

Source: City of Santa Clara. 2015 Urban Water Management Plan: City of Santa Clara Water and Sewer Utilities. November 2016.

Table 3.19-2: Single Dry Year Water Supply and Demand Comparison

	2025	2030	2035	2040
Supply totals	35,985 acre-feet	36,385 acre-feet	36,785 acre-feet	36,661 acre-feet

Table 3.19-2: Single Dry Year Water Supply and Demand Comparison				
	2025	**2030**	**2035**	**2040**
Demand totals	31,040 acre-feet	32,047 acre-feet	33,064 acre-feet	33,937 acre-feet
Difference	**4,945 acre-feet**	**4,338 acre-feet**	**3,721 acre-feet**	**2,724 acre-feet**

Source: City of Santa Clara. 2015 Urban Water Management Plan: City of Santa Clara Water and Sewer Utilities. November 2016.

As shown in Table 3.19- and Table 3.19-2, there would be excess water supply through 2040 during normal year and single dry year conditions. During single dry year conditions, supply would exceed demand by approximately 2,724 acre-feet. Therefore, there is adequate supply for the net increase of approximately 193.3 acre-feet that the proposed project would require annually during normal and single dry year conditions.

The greatest challenge to water supply reliability is multiple dry years, such as the prolonged drought conditions that persisted throughout much of the state in 2013 through 2016. Table 3.19-3 presents the projected water supply and demand during multiple dry years through 2040. As shown in Table 3.19-3, water supply would exceed water demand by approximately 846 acre-feet in 2040 during the third year of a multiple dry period. The net demand increase of 193.3 acre-feet per year due to the project would not exceed the excess supply available during a third successive dry year.

Table 0-3: Multiple Dry Year Water Supply and Demand Comparison					
		2025	**2030**	**2035**	**2040**
First year	Supply totals	35,200 acre-feet	35,076 acre-feet	34,952 acre-feet	35,091 acre-feet
	Demand totals	31,040 acre-feet	32,047 acre-feet	33,064 acre-feet	33,937 acre-feet
	Difference	**4,160 acre-feet**	**3,029 acre-feet**	**1,888 acre-feet**	**1,154 acre-feet**
Second year	Supply totals	34,892 acre-feet	34,768 acre-feet	34,645 acre-feet	34,783 acre-feet
	Demand totals	31,040 acre-feet	32,047 acre-feet	33,064 acre-feet	33,937 acre-feet
	Difference	**3,852 acre-feet**	**2,721 acre-feet**	**1,581 acre-feet**	**846 acre-feet**
Third year	Supply totals	34,892 acre-feet	34,768 acre-feet	34,645 acre-feet	34,783 acre-feet
	Demand totals	31,040 acre-feet	32,047 acre-feet	33,064 acre-feet	33,937 acre-feet
	Difference	**3,852 acre-feet**	**2,721 acre-feet**	**1,581 acre-feet**	**846 acre-feet**

Source: City of Santa Clara. 2015 Urban Water Management Plan: City of Santa Clara Water and Sewer Utilities. November 2016.

It should be noted that the City has an interruptible contract with the SFPUC for the portion of the City's water supplied from the San Francisco Hetch Hetchy system. If in the future the contract was in dispute or cancelled, the UWMP projects that demand could exceed supply in 2035 and 2040 during multiple dry year conditions (by approximately 113 acre-feet and 847 acre-feet, respectively). However, the projection does not account for increased groundwater pumping that could be implemented to offset the loss of Hetch Hetchy system supplies; nor does it account for water conservation measures and increased recycled water usage that could be implemented in the event of a drought. Under single-dry year conditions, water supply would exceed demand irrespective of the availability of water from SFPUC.

The proposed project would result in a net increase in water demand of 662 acre-feet per year relative to the existing baseline demand in the Plan area, and a net increase of 193.3 acre-feet per year beyond the demand projections analyzed in the 2015 UWMP. There is excess water supply available to serve the increased demand in single- and multiple-dry year scenarios, as demonstrated in Tables 3.19-1, 3.19-2, and 3.19-3. The project adds significant projected water demand when combined with the City's 2015 UWMP projected growth water demands. Therefore, projects in the Plan area may be subject to water supply or capacity fees, additional water efficiency standards, or establishment of annual water budgets. Additionally, use of alternative water supplies must be utilized to the maximum extent possible. Supplies such as recycled water, rainwater/stormwater capture and reuse, greywater reuse, reclaimed wastewater on-site, or other water supplies (potable and/or non-potable) would need to be developed to meet the increased demand. The Specific Plan includes materials and sustainable design guidelines (Chapter 4: Development Standards and Guidelines) that would incorporate green building design, indoor water reuse, and stormwater collection into new development. Therefore, according to the water supply and demand projections in the UWMP and the WSA prepared for the project, the City has adequate water supplies to meet the water demand projected through 2040. **(Less than Significant Impact)**

Impact UTL-3:	The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. **(Less than Significant Impact)**

Current and planned development would not exceed the City's allocation at the RWF of 25 mgd today or in 2035. As described in *Section 3.19.2.2*, the City's peak sewage flows to the RWF in 2017 were 16.15 mgd. The proposed Specific Plan would result in a net increase of 6,200 dwelling units within the Plan area and a corresponding increase in wastewater generation of 1.09 mgd. With the addition of approximately 1.09 mgd of sewage from future development under the Specific Plan, the City would not exceed its allocation of 25 mgd. Because the City has sufficient capacity allocation at the RWF to support future development under the Specific Plan, no significant impacts would result from implementation of the Specific Plan. **(Less than Significant Impact)**

Impact UTL-4:	The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. **(Less than Significant Impact)**

The net increase in 6,200 residential units which would result from implementation of the Specific Plan would generate approximately 2,852 tons of solid waste per year.[95] Solid waste generated throughout the Plan area would be disposed of at Newby Island Sanitary Landfill. As described in *Section 3.19.1.2 Existing Conditions*, Newby Island has approximately 14.6 million cubic yards of remaining capacity and is permitted to receive up to 4,000 tons of solid waste per day. The daily solid waste generated by the proposed project would be approximately 0.002 percent of the daily permitted capacity of the Newby Island Sanitary Landfill. This is a conservative estimate because it does not account for recycling diversion, which would be mandatory (see Impact UTL-5). Therefore, the proposed project would not exceed capacity of local landfills that serve Santa Clara or exceed state or local standards. **(Less than Significant Impact)**

Impact UTL-5:	The project would not be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste. **(Less than Significant Impact)**

The proposed project would be required to comply with existing federal, state, and local programs and regulations pertaining to solid waste. For example, in accordance with the California Green Building Standards Code, the proposed project must provide on-site recycling facilities, implement a construction waste management plan, and salvage at least 50 percent of nonhazardous construction and demolition debris. Additionally, the proposed project would be required to meet the waste diversion goals outlined in the California Integrated Waste Management Act and in AB 939 for 75 percent waste reduction post-2020. Mandatory compliance with existing regulations and programs would ensure that the proposed project would comply with solid waste regulations. **(Less than Significant Impact)**

3.19.2.2 *Cumulative Impacts*

Impact UTL-C:	The project would not result in a cumulatively considerable contribution to a significant utilities and service systems impact. **(Less than Significant Cumulative Impact)**

As discussed in their respective sections, the City's stormwater, water, wastewater, solid waste, and other utility service systems are adequately prepared to serve General Plan build out through 2035 with adherence to existing policies, plans and regulations. Cumulative projects in the City will be evaluated at a project-level to ensure compliance with level of service standards for the utilities discussed above; necessary improvement to utility service systems will be made to ensure that the combined effects of growth do not impact the overall system. The program-level mitigation measures

[95] California Air Pollution Control Officers Association. California Emissions Estimator Model: Appendix D Default Data Tables. Table 10.1, Solid Waste Disposal Rates. October 2017.

and conditions set forth in the General Plan EIR would address impacts to utilities and service systems from cumulative development and reduce these impacts to a less than significant level. The proposed project is consistent with development expected upon General Plan build out and would not conflict or interfere with implementation of impact reduction measures; therefore, the proposed project would not result in a cumulatively considerable contribution to a significant utilities and service systems impact. **(Less than Significant Cumulative Impact)**

3.20 WILDFIRE

3.20.1 Impact Discussion

For the purpose of determining the significance of the project's impact on wildfire, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

1) Substantially impair an adopted emergency response plan or emergency evacuation plan?
2) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
3) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

1.5.1.1 *Project Impacts*

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. **(No Impact)**

1.5.1.2 *Cumulative Impacts*

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in cumulative wildfire impacts. **(No Cumulative Impact)**

SECTION 4.0 GROWTH-INDUCING IMPACTS

The CEQA Guidelines require that an EIR identify the likelihood that a proposed project could "foster" or stimulate "economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment" (Section 15126.2(d)). This section of the EIR is intended to evaluate the impacts of such growth in the surrounding environment.

The proposed project site is within the City's existing boundaries, already served by existing infrastructure, and planned for urban uses. Redevelopment of the El Camino Real Focus Area was envisioned as part of the Santa Clara 2010-2035 General Plan. The proposed Specific Plan has increased the allowed density in the Plan area from what was assumed in the General Plan. The Specific Plan will result in an estimated net increase of 6,200 residential units.[96] Redevelopment of underutilized properties within the Specific Plan boundary would result in an estimated reduction of approximately 395,000 square feet of retail space, or approximately 18 percent of the existing total. The impacts to infrastructure and services resulting from the proposed Specific Plan are described throughout this EIR.

Impact GRO-1:	The project would not foster or stimulate significant economic or population growth in the surrounding environment. **(Less than Significant Impact)**

The proposed Specific Plan is a previously envisioned growth area in the General Plan and is not anticipated to result in increased growth outside the City where urban development is not already planned. For these reasons, the proposed Specific Plan would not result in growth-inducing impacts beyond what is envisioned in the City's General Plan. **(Less than Significant Impact)**

[96] Raimi + Associates. El Camino Real Specific Plan Growth Projections memo. April 11, 2019.

SECTION 5.0 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

This section was prepared pursuant to CEQA Guidelines Section 15126.2(c), which requires a discussion of the significant irreversible changes that would result from the implementation of a proposed project. Significant irreversible changes include the use of nonrenewable resources, the commitment of future generations to similar use, irreversible damage resulting from environmental accidents associated with the project, and irretrievable commitments of resources. Applicable environmental changes are described in more detail below.

5.1 USE OF NONRENEWABLE RESOURCES

Future development under the proposed Specific Plan, during construction and operation, would require the use and consumption of nonrenewable resources. Renewable resources, such as lumber and other wood byproducts, could also be used. Unlike renewable resources, nonrenewable resources cannot be regenerated over time. Nonrenewable resources include fossil fuels and metals.

Energy would be consumed during both the construction and operational phases of the Specific Plan development. The construction phase would require the use of nonrenewable construction material, such as concrete, metals, and plastics, and glass. Nonrenewable resources and energy would also be consumed during the manufacturing and transportation of building materials, preparation of the site, and construction of the buildings. The operational phases would consume energy for multiple purposes including, building heating and cooling, lighting, appliances, and electronics. Energy, in the form of fossil fuels, will be used to fuel vehicles traveling to and from Plan area.

The proposed Specific Plan would result in a substantial increase in demand for nonrenewable resources. However, the project is subject to the standard California Code of Regulations Title 24 Part 6 and CALGreen energy efficiency requirements.

As discussed in *Section 3.6 Energy*, the Specific Plan is consistent with the City's General Plan policies regarding energy use, which fosters development that reduces the use of nonrenewable energy resources in transportation, buildings, and urban services (utilities).

5.2 COMMITMENT OF FUTURE GENERATIONS TO SIMILAR USE

The proposed Specific Plan includes residential and commercial uses. The development of the proposed Specific Plan would commit a substantial amount of resources to prepare the sites, construct the buildings, and operate them.

5.3 IRREVERSIBLE DAMAGE RESULTING FROM ENVIRONMENTAL ACCIDENTS ASSOCIATED WITH THE PROJECT

The project does not propose any new or uniquely hazardous uses, and its operation would not be expected to cause environmental accidents that would impact other areas. As discussed in *Section 3.9 Hazards and Hazardous Materials*, the Plan area contains individual parcels that have been confirmed or may contain soil and groundwater contamination that may expose construction workers,

future occupants, and the surrounding environment to contaminated soils and soil vapor intrusion. Phase I Environmental Site Assessments and Site Management Plans shall be implemented by future development under the Specific Plan to mitigate potential risks to construction workers, future occupants, and the environment from potential exposure to hazardous substances. There are no known significant unmitigable on-site or off-site sources of contamination that would substantially affect the proposed uses in the Plan area. There are no significant geology and soils impacts from implementation of the project.

Based on the discussion above, the proposed Specific Plan would not likely result in irreversible damage that may result from environmental accidents.

SECTION 6.0 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The proposed Specific Plan would not result in any significant unavoidable impacts.

7.0 ALTERNATIVES

CEQA requires that an EIR identify alternatives to a project as it is proposed.

> **Section 15126.6(a). Consideration and Discussion of Alternatives to the Proposed Project.** An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.
>
> **Section 15126.6(b). Purpose.** Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or be more costly.

In order to comply with the purposes of CEQA, it is important to identify alternatives that reduce the significant impacts that are anticipated to occur if the project is implemented, but to try to meet as many of the project's fundamental objectives as possible. The Guidelines emphasize a commonsense approach – the alternatives should be reasonable, "foster informed decision making and public participation," and focus on alternatives that avoid or substantially lessen the significant impacts. The range of alternatives selected for analysis is governed by the "rule of reason" which requires the EIR to discuss only those alternatives necessary to permit a reasoned choice.

The three critical factors to consider in selecting and evaluating alternatives are, therefore: 1) the significant impacts from the proposed project that could be reduced or avoided by an alternative, 2) the project's objectives, and 3) the feasibility of the alternatives available. Each of these factors is discussed below.

7.1 SIGNIFICANT IMPACTS OF THE PROJECT

As mentioned above, the CEQA Guidelines advise that the alternatives analysis in an EIR should be limited to alternatives that would avoid or substantially lessen any of the significant effects of the project and would achieve most of the basic project objectives. The project has significant unavoidable impacts related to transportation.

Alternatives may also be considered if they would further reduce impacts that are already less than significant because the project is proposing mitigation measures. Impacts that would be significant, but for which the project includes mitigation measures to reduce them to less than significant levels include impacts to regional air quality, biological resources, cultural resources, greenhouse gas

emissions, hazardous materials, noise, and transportation. The alternatives discussion does not focus on project impacts that are less than significant.

CEQA encourages consideration of an alternative site when impacts of the project might be avoided or substantially lessened. Only locations that would avoid or substantially lessen any of the impacts of the project and meet most of the project objectives need to be considered for inclusion in the EIR.

7.2 OBJECTIVES OF THE PROJECT

While CEQA does not require that alternatives must be capable of meeting all of the project objectives, their ability to meet most of the basic project objectives is considered relevant to their consideration. As identified in *Section 2.6,* the City's objectives for redevelopment within the El Camino Real Specific Plan include the following:

Land Use

Establish a land use plan and policy framework that will guide future development and redevelopment activities within the area toward multi-modal supportive uses and improvements, including; an increase in housing density to help meet the City's state-mandated RHNA numbers; new development that appropriately transitions to existing adjacent residential neighborhoods, and more intensive development and public improvements focused at key nodes, which will include a concentration of retail, services, housing, and new public gathering areas.

Transportation

Improve vehicular, pedestrian, and bicycle facilities along the El Camino Real corridor by establishing a mobility framework that balances El Camino Real's many functions while improving mobility and safety for people of all ages, means, and abilities. The Plan area's circulation network consists of the roadways and sidewalks that serve vehicles, pedestrians, bicyclists, and transit vehicles, as well as off-street shared-use paths and pedestrian-only connections.

The El Camino Real Specific Plan envisions and accommodates improvements to transit service, including increased frequencies and better connections to the Santa Clara Transit Station, which provides Caltrain, Amtrak, and Altamont Corridor Express transit service.

Public Realm

Provide standards and guidelines to achieve the future vision for El Camino Real. These standards and guidelines will apply to all new development in the El Camino Real Specific Plan area, as well as public improvements and extensive renovations to existing structures. Develop and implement urban design standards to improve the pedestrian experience, public space, aesthetics, safety, and design quality throughout the Plan area to attract visitors, serve residents, and promote walking.

Parks

Increase the amount of parks, green space, plazas, and other public space that encourages pedestrian activity, recreation, and access to nature, including recreation opportunities along Calabazas and Saratoga Creeks. In addition to the existing parkland dedication requirements of City Code Chapter

17.35, require developers to create new plazas and open spaces along the corridor that provide a place where residents and visitors can gather comfortably, that have their own distinctive identity, are safe and visually attractive, and contribute to local character. This network of open spaces could include new public parks as well as publicly-accessible privately-owned open space.

Environmental

Create a sustainable urban environment that incorporates green building, energy efficiency, water conservation, and stormwater management best practices.

7.3 FEASIBILITY OF ALTERNATIVES

CEQA, the CEQA Guidelines, and the case law on the subject have found that feasibility can be based on a wide range of factors and influences. The Guidelines advise that such factors can include (but are not necessarily limited to) site suitability, economic viability, availability of infrastructure, consistency with a general plan or with other plans or regulatory limitations, jurisdictional boundaries, and whether the project proponent can "reasonably acquire, control or otherwise have access to the alternative site (Section 15126.6[f][1])."

7.4 SELECTION OF ALTERNATIVES

7.4.1 Alternatives Considered But Rejected

Location alternatives are frequently considered to reduce the site-specific impacts of a project. The alternative location would typically need to be of similar size to the Plan area, within the urban service area of the City, near existing transit, and have the appropriate General Plan land use designation(s). Given that the Specific Plan was developed to address planned growth within the El Camino Real Focus Area that was identified in the City's General Plan, and redevelopment in the current phase of the General Plan is a primary goal for this particular location, alternative locations were not considered further. The City has previously identified the El Camino Real Focus Area as an appropriate location for housing to meet the City's Regional Housing Needs Allocation and other goals and policies of the General Plan. Moreover, there is not an equivalent area available for redevelopment within the El Camino Real Focus Area or immediate vicinity. For these reasons, an alternative location to the Plan area was considered but rejected as infeasible.

7.4.2 Alternatives Selected

In addition to a "No Project" alternative, the CEQA Guidelines advise that the range of alternatives discussed in the EIR should be limited to those that "would avoid or substantially lessen any of the significant effects of the project" (Section 15126.6[f]). The discussion below addresses alternatives that could reduce project impacts and are feasible from a physical land use and infrastructure perspective. This EIR does not evaluate the financial or economic feasibility of alternatives.

Given the factors discussed above, the following evaluation of possible alternatives to the project includes: 1) No Project Alternatives as required by CEQA and 2) a Reduced Development Alternative. The components of these alternatives are described below, followed by a discussion of their impacts and how they would differ from those of the proposed project.

7.5 PROJECT ALTERNATIVES

7.5.1 No Project Alternative

The CEQA Guidelines specifically require consideration of a "No Project" Alternative. The purpose of including a No Project Alternative is to allow decision makers to compare the impacts of approving the project with the impacts of not approving the project. The Guidelines specifically advise that the No Project Alternative is "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." The Guidelines emphasize that an EIR should take a practical approach, and not "…create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment (Section 15126.6[e][3][B])."

The Plan area is currently developed with low-intensity, auto-oriented commercial uses. The Plan area could, therefore, remain as it is or be redeveloped with uses consistent with the Thoroughfare Commercial (CT) and Community Commercial (CC) zoning districts. Both no project alternatives area discussed below.

7.5.1.1 *No Project/No Redevelopment Alternative*

The No Project/No Redevelopment Alternative assumes that the Plan area would remain as developed today with its current or a similar set of uses.

Comparison of Environmental Impacts

The No Project/No Redevelopment Alternative would avoid all of the Specific Plan's environmental impacts.

Relationship to Objectives

The No Project/No Redevelopment Alternative would not meet any of the City's objectives for the El Camino Real Focus Area.

Conclusion

Because the No Project/No Redevelopment Alternative would not result in any new development on the site, this Alternative would avoid all of the environmental impacts of the project. However, this Alternative would not meet any of the City's project objectives.

7.5.1.2 *No Project/Commercial, Residential and Office Redevelopment Alternative*

This alternative assumes that the Plan area would be redeveloped with the maximum allowable development under the current commercial, residential and office zoning districts, summarized below. Maximum allowable building heights within these zoning district range from 25 to 100 feet, and the City's Zoning Code does not require height step backs for properties that abut residential neighborhoods.

Table 7.5-1: Existing Zoning in the Specific Plan Area				
Zoning Designation	***Allowed Height***	***Acres***	***Percent of Total***	***Allowed Uses***
Thoroughfare Commercial	35 feet	103.6	40	Retail business establishments, department stores, shops, small offices, personal service uses, auto-related sales and services, motels/hotels, rental businesses
Community Commercial	50 feet	92.1	36	Retail businesses establishments, department stores, shops, small offices, personal service uses (e.g. hair salon, dry cleaner)
Planned Development	NA	20.9	8	Any and all uses
Office Professional	35 feet	10.4	4	Professional offices, clinics and pharmacies, nursing homes, preschools
Moderate Density Residential	two stories/25 feet	8.5	3	Single-family homes, duplexes, multi-family homes
Light Industrial	70 feet	6.4	2	Commercial storage, wholesale warehouses, plants/facilities for light industrial uses such as assembly, manufacturing, compounding, processing, and repair.
Single Family Residential	two stories/25 feet	6.1	2	Single-family homes
General Office	100 feet	2.5	1	Financial and general business offices, clinics and pharmacies, preschools, lodges/clubs, mortuaries
Public/Quasi-Public	NA	2.2	1	Public, quasi-public and public park facilities
Duplex Residential	Two stories/25 feet	2.0	1	Single-family homes, duplexes
Total	**255**	**254.7**	100	

Source: Raimi + Associates

The Plan area could be developed with approximately 76 percent commercial, six to 14 percent residential, and five percent office uses under this alternative.

Comparison of Environmental Impacts

The most common land use existing within the Plan area is retail commercial, with lesser amounts of public/institutional, mixed-use, medium/high density residential, single-family residential and light industrial making up the remaining properties. There are approximately 2,265,000 square feet of commercial space, including 100,000 square feet of local office uses, and 2,500 residential units existing within the Plan area currently. Approximately 30 percent of the Plan area's buildable land (excluding streets, rail rights-of-way, creeks, and parks) is currently occupied by buildings. Most of the remaining 70 percent is occupied by surface parking lots and associated drive aisles and landscaping.[97]

Build out of the Plan area under the No Project/Commercial, Residential and Office Redevelopment Alternative would substantially increase vehicle trips over the existing condition, as much of the area currently vacant or used for parking would convert to commercial and residential uses that generate traffic. As with the proposed project, this Alternative would exacerbate existing unacceptable LOS F operations at Intersections #8 (El Camino Real/San Tomas Expressway), #18 (Lawrence Expressway/Southbound US 101), and #43 (Scott Boulevard/Harrison Street), as described in Section 3.17 Transportation. It would likely result in additional traffic impacts by foregoing opportunities to place residences near current and planned jobs. Additionally, the directionality of trips would be modified as the Plan area would attract workers in the AM peak hour instead of vehicle trips leaving the area during the AM peak hour as would be expected with residential use. This trip pattern would also be reversed during the PM peak hour. Although the intersection impacts might be slightly different due to the directionality of the vehicle trips, given the substantially increased volume of trips it is anticipated that greater traffic impacts would result. The No Project/Commercial, Residential and Office Redevelopment Alternative, which would allow a greater proportion of commercial uses to residential uses than the proposed project, would also exacerbate the City's existing jobs/housing imbalance and likely increase commute times and distances which would be a significant unavoidable impact due to inconsistency with General Plan policies that were adopted to mitigate environmental impacts. The No Project/Commercial, Residential and Office Redevelopment Alternative would also likely result in greater significant criteria pollutant impacts and potentially significant GHG emissions impacts due to the increased number of trips and VMT from workers traveling to the Plan area.

Relationship to Project Objectives

The No Project/Commercial, Residential and Office Redevelopment Alternative would not meet the City's primary project objectives of increasing housing density to help meet the City's state-mandated RHNA numbers, allowing new development that appropriately transitions to existing adjacent residential neighborhoods, and allowing more intensive development and public improvements focused at key nodes, which would include a concentration of retail, services, housing, and new public gathering areas. This alternative would also be unlikely to provide substantial public open space to serve the needs of area residents. The No Project/Commercial, Residential and Office

[97] City of Santa Clara. El Camino Real Specific Plan: Area Profile.

Redevelopment Alternative, therefore, would not meet the City's primary objectives for the El Camino Real Focus Area consistent with the General Plan.

Conclusion

The No Project/Commercial, Residential and Office Redevelopment Alternative would likely result in higher air quality impacts and GHG emissions due to increased vehicle trips. The traffic impacts at intersections and on freeways would also likely increase due to the volume of new trips in similar commute patterns as existing trips in the vicinity of the Plan area. This alternative would also exacerbate the City's jobs/housing imbalance in a manner inconsistent with the General Plan. The No Project/Commercial, Residential and Office Redevelopment Alternative would not meet the City's primary objectives of increasing housing density in the El Camino Real Focus Area and advancing the City's RHNA goals.

7.5.1.3 *Reduced Scale Development Alternative*

A Reduced Scale Development Alternative would have a reduced number of residential units and a reduced amount of retail/commercial and office square footage within the boundaries of the Specific Plan area. The residential unit and commercial square footage totals would represent the maximum amount that would avoid any significant unavoidable impacts and achieve as many of the project objectives as possible. Given that the there are no significant unavoidable CEQA impacts identified in this EIR, however, it is not necessary to consider a Reduced Scale Alternative to the project.

7.5.3 Environmentally Superior Alternative

The CEQA Guidelines specify that an EIR must identify the environmentally superior alternative among those alternatives discussed. If the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative amongst the other alternatives [Section 15126.6(e)(2)].

Based upon the previous discussion, the environmentally superior alternative would be the No Project Alternative, which would avoid the identified significant impacts. This alternative would not meet the City's primary objectives of guiding future development and redevelopment activities within the area toward multi-modal supportive uses and improvements, including an increase in housing density to help meet the City's state-mandated RHNA numbers, and more intensive development and public improvements focused at key nodes, which would include a concentration of retail, services, housing, and new public gathering areas.
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SECTION 9.0 LEAD AGENCY AND CONSULTANTS

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SECTION 10.0 ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AB	Assembly Bill
ABAG	Association of Bay Area Governments
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ATI	Approved Trip Inventory
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BMP	Best Management Practices
Btu	British Thermal Unit
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CARB	California Air Resources Board
CBC	California Building Code
CBSC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CLUP	Comprehensive Land Use Plan
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CRHR	California Register of Historical Resources
dB	Decibel
dBA	A-weighted Decibel
DNL	Day-Night Level
DPM	Diesel Particulate Matter
DU/AC	Dwelling Units per Acre
EIR	Environmental Impact Report

EPA	Environmental Protection Agency
ESL	Environmental Screening Levels
EV	Electric Vehicle
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GPA	General Plan Amendment
GWh	Gigawatt-Hours
HCM	Highway Capacity Manual
HOV	High-Occupancy Vehicle
ITE	Institute of Transportation Engineers
kW	Kilowatt
kWh	Kilowatt Hour
L_{eq}	Noise Equivalent Level
LID	Low Impact Development
L_{max}	Maximum A-weighted Noise Level
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MND	Mitigated Negative Declaration
mph	Miles per Hour
MRP	Municipal Regional Permit
MT	Metric Tons
MTC	Metropolitan Transportation Commission
NAHC	Native American Heritage Commission
NFIP	National Flood Insurance Program
NOD	Notice of Determination
NOI	Notice of Intent
NOP	Notice of Preparation
NO_x	Nitrogen Oxides
NO_2	Nitrogen Dioxide

NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	Ozone
OCP	Organochlorine Pesticides
OITC	Outdoor-Indoor Transmission Class
Pb	Lead
PCB	Polychlorinated Biphenyles
PDA	Priority Development Areas
PM_{10}	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
PPV	Peak Particle Velocity
R&D	Research and Development
RMS	Root Mean Square
ROG	Reactive Organic Gases
RPS	Renewables Portfolio Standard
RWF	San José-Santa Clara Regional Wastewater Facility
RWQCB	Regional Water Quality Control Board
SCDW&U	City of Santa Clara Department of Water and Sewer Utilities
SCFD	Santa Clara Fire Department
SCPD	Santa Clara Police Department
SCS	Sustainable Communities Strategy
SCUSD	Santa Clara Unified School District
SCVWD	Santa Clara Valley Water District
SFHA	Special Flood Hazard Areas
SHMA	Seismic Hazards Mapping Act
SHPO	State Office of Historic Preservation
SLIC	Spills, Leaks, Investigations, and Cleanup Sites
SMP	Site Management Plan
SR	State Route
STC	Sound Transmission Class
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board

TAC	Toxic Air Contaminants
US	United States
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
VdB	Vibration Decibels
VOC	Volatile Organic Compounds
VPH	Vehicles per Hour
VTA	Valley Transportation Authority