

APPENDIX A
NOTICE OF PREPARATION (NOP) AND
RESPONSES TO THE NOP

APPENDIX A-1
REVISED NOP AND RESPONSES TO
THE NOP



NOTICE

REVISED NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING NOTICE

Distribution Date: July 7, 2017

Project title: Tasman East Specific Plan
File: CEQ2016-01026, PLN2016-12400
Location: Approximately 46 gross acre plan area bounded by Tasman Drive to the south, the Guadalupe River to the east, the Santa Clara Golf Club to the north, and Lafayette Street to the west
Applicant/Owner: City of Santa Clara / Various Owners
Mailing Address: 1500 Warburton Avenue, Santa Clara, CA 95050
Request: The City proposes a Specific Plan to create a framework for the development of a high density, transit-oriented neighborhood with supportive retail services. The Specific Plan would allow development of up to 4,500 dwelling units and up to 106,000 square feet of retail space, including a potential grocery store. Residential densities in the Specific Plan area would range from a minimum of 60 dwelling units per acre (du/ac) on sites less than two acres in size to a minimum of 100 du/ac for sites larger than two acres. Buildings in the Specific Plan area would be, at maximum, 220 feet in height. Lick Mill Boulevard would be extended through the site, and other public roadway improvements would be included. The plan would also allow a school for up to 600 students, up to two acres in size. The plan would also include approximately 10 acres of parks, urban open spaces and paseos.

As authorized by the City of Santa Clara as a Lead Agency, the City is seeking the views of responsible agencies and the public as to the scope and content of the environmental information that should be considered for inclusion in the Environmental Impact Report (EIR) for the proposed project. The project description, location, and potential environmental effects are contained in the materials provided in the form of a Notice of Preparation (NOP). The NOP is available from the Planning Division Office at the address below, and is available on line at the City's website (www.santaclaraca.gov/CEQA).

Written comments for the EIR scope and content will be accepted if they are received by **August 7, 2017**. If you wish to respond in writing, please send your comments to:

Lead Agency: City of Santa Clara, Planning Division
Contact: John Davidson, Principal Planner, jdavidson@santaclaraca.gov
1500 Warburton Avenue Santa Clara, CA 95050
Phone: (408) 615-2450, Fax: (408) 247-9857

Andrew Crabtree Andrew Crabtree
Director of Community Development, City of Santa Clara

Date July 7, 2017

Contact the Planning Department on August 8, 2017 for removal of this notice from posting review board.

**County of Santa Clara
Department of Environmental Health
Hazardous Materials Compliance Division
Solid Waste Programs**

1555 Berger Drive, Suite 300
San Jose, CA 95112-2716
(408)918-3400 FAX (408)280-6479
www.sccwaste.org



August 2, 2017

City of Santa Clara
Community Development
1500 Warburton Avenue
Santa Clara, CA 95050
Contact: John Davidson, Principal Planner: (408) 615-2450
jdavidson@santaclaraca.org

**RE: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT
FOR PROPOSED TASMAN EAST SPECIFIC PLAN PROJECT**

Dear Mr. Davidson:

Thank you for allowing our Department, The County of Santa Clara Department of Environmental Health (DEH) to provide comments for the above referenced project and for your agency's consideration of these comments as part of the California Environmental Quality Act (CEQA) process.

Our Department has been designated by California's Department of Resources Recycling and Recovery (CalRecycle) as the Local Enforcement Agency (LEA) to oversee active and closed solid waste facilities per Title 14 and Title 27 of the California Code of Regulations. The proposed project is located adjacent to the City of Santa Clara All Purpose Closed Landfill which we provide regulatory oversight.

Project Description

The proposed project involves the development of a high-density transit-oriented neighborhood with supportive retail services. The project Specific Plan would allow the development of up to 4,500 dwelling units and up to 106,000 square feet of retail space including the potential for a grocery store. The plan would also allow a school for up to 600 students, about two acres in size. Potential impacts because of the proposed project have been identified in the following areas:

aesthetics
air quality
biological resources
cultural resources
geology and soils
greenhouse gas emissions/energy
hazards and hazardous materials

hydrology and water quality
land use
noise and vibration
public facilities and services
transportation
utilities and service systems

LEA Comments

The proposed project location is adjacent to the All Purpose Closed Landfill, as such, there is the possibility that landfill gas could migrate from the closed landfill to the project site. The impact of the project would include placement of structures over the project site creating the possibility of landfill gas accumulation in structures and utility corridors. The project would also have the effect of drawing a significant number of people into an environment through which landfill gas may vent or accumulate. Since this proposed project includes postclosure land uses within 1000 feet of the disposal area on a closed landfill, the following section of Title 27, California Code of Regulations, apply:

Section 21190. Postclosure Land Use

(a) Proposed postclosure land uses shall be designed and maintained to:

- (1) protect public health and safety and prevent damage to structures, roads, utilities and gas monitoring and control systems;
- (2) prevent public contact with waste, landfill gas and leachate; and
- (3) prevent landfill gas explosions.

(b) The site design shall consider one or more proposed uses of the site toward which the operator will direct its efforts, or shall show development as open space, graded to harmonize with the setting and landscaped with native shrubbery or low maintenance ground cover.

(c) All proposed postclosure land uses, other than non-irrigated open space, on sites implementing closure or on closed sites shall be submitted to the Enforcement Agency (EA), Regional Water Quality Control Board (RWQCB), local air district and local land use agency. The EA shall review and approve proposed postclosure land uses if the project involves structures within 1,000 feet of the disposal area, structures on top of waste, modification of the low permeability layer, or irrigation over waste.

(d) Construction on the site shall maintain the integrity of the final cover, drainage and erosion control systems, and gas monitoring and control systems. The owner or operator shall demonstrate to the satisfaction of the EA that the activities will not pose a threat to public health and safety and the environment. Any proposed modification or replacement of the low permeability layer of the final cover shall begin upon approval by the EA, and the RWQCB.

(e) Construction of structural improvements on top of landfilled areas during the postclosure period shall meet the following conditions:

- (1) automatic methane gas sensors, designed to trigger an audible alarm when methane concentrations are detected, shall be installed in all buildings;
- (2) enclosed basement construction is prohibited;
- (3) buildings shall be constructed to mitigate the effects of gas accumulation, which may include an active gas collection or passive vent systems;
- (4) buildings and utilities shall be constructed to mitigate the effects of differential settlement. All utility connections shall be designed with flexible connections and utility collars;
- (5) utilities shall not be installed in or below any low permeability layer of final cover;
- (6) pilings shall not be installed in or through any bottom liner unless approved by the RWQCB;
- (7) if pilings are installed in or through the low permeability layer of final cover, then the low permeability layer must be replaced or repaired; and
- (8) periodic methane gas monitoring shall be conducted inside all buildings and underground utilities in accordance with section 20933 of Article 6, of Subchapter 4 of this Chapter.

(f) The EA may require that an additional soil layer or building pad be placed on the final cover prior to construction to protect the integrity and function of the various layers of final cover.

(g) All on site construction within 1,000 feet of the boundary of any disposal area shall be designed and constructed in accordance with the following, or in accordance with an equivalent design which will prevent gas migration into the building, unless an exemption has been issued:

- (1) a geomembrane or equivalent system with low permeability to landfill gas shall be installed between the concrete floor slab of the building and subgrade;
- (2) a permeable layer of open graded material of clean aggregate with a minimum thickness of 12 inches shall be installed between the geomembrane and the subgrade or slab;
- (3) a geotextile filter shall be utilized to prevent the introduction of fines into the permeable layer;
- (4) perforated venting pipes shall be installed within the permeable layer, and shall be designed to operate without clogging;
- (5) the venting pipe shall be constructed with the ability to be connected to an induced draft exhaust system;
- (6) automatic methane gas sensors shall be installed within the permeable gas layer, and inside the building to trigger an audible alarm when methane gas concentrations are detected; and
- (7) periodic methane gas monitoring shall be conducted inside all buildings and underground utilities in accordance with Article 6, of Subchapter 4 of this chapter (section 20920 et seq.).

Additionally, the Tasman East Project and the other City of Santa Clara City Place Project might occur simultaneously and the impacts of these large projects need to be identified and addressed as it relates to controlling landfill gas.

Conclusion

The LEA, CalRecycle, Bay Area Air Quality Control Board (BAAQMD) and the Regional Water Quality Control Board (RWQCB) are Responsible Agencies for this project. The City, as lead agency, should consider all the concerns and comments to allow proper project evaluation. The LEA requests copies of the Draft and Final Environmental Impact Report, public notices and any Notices of Determination for this project. The LEA also requests being noticed of the date, time and location of any public hearings for the project.

Thank you for the opportunity to provide input and comment on the scope of environmental analysis. We value working together in addressing the concerns for potential risks this project may pose for the environment and the community.

If you have any questions, please contact Roel Meregillano at (408) 918-1962 or email at Roel.Meregillano@cep.sccgov.org

Sincerely,



Paul B. Tavares, REHS
Environmental Health Program Manager
Solid Waste Programs
Hazardous Materials Compliance Division
Paul.Tavares@cep.sccgov.org

Cc: Alfred Worcester, Calrecycle, Alfred.worcester@calrecycle.ca.gov
Keith Roberson, RWQCB, Keith.Roberson@waterboards.ca.gov
Eric Kiruja, CalRecycle, Eric.Kiruja@calrecycle.ca.gov
Juan Ortellano, Air Board, jortellano@baaqmd.gov



SANTA
CLARA
UNIFIED
SCHOOL
DISTRICT

1889 Lawrence Road
Santa Clara, CA
95051
408-423-2000

Stanley Rose III, Ed.D.
Superintendent

VIA EMAIL

August 7, 2017

John Davidson
Principal Planner
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050
j davidson@santaclaraca.gov

RE: Tasman East Specific Plan; CEQ2016-01026; PLN2016-12400

Dear Mr. Davidson:

The Santa Clara Unified School District (District or SCUSD) appreciates the opportunity to respond to the Revised Notice of Preparation of an Environmental Impact Report (EIR) for the Tasman East Specific Plan (TESP), by the City of Santa Clara. The 46 gross acres comprising the TESP are currently zoned Light Industrial. The TESP proposes to change the land use designation from Light Industrial to Medium, High and Very High Density Residential and Mixed Use. The Revised TESP also includes 10 acres of parks, urban open spaces and paseos and a two acre elementary school. Changing Industrial land uses to Residential has major implications to the Santa Clara Unified School District and adding another school location in the north of the District will impact the SCUSD and surrounding community and create additional topics the EIR should study.

The TESP is proposing up to 4,500 residential units. As presented to the community, the TESP has a Vision of parks and paseos with mixed use development, very high residential density and a transit oriented community. The City Council has encouraged a mix of residential types within the development: apartments, townhomes, condominiums and single family homes both for sale and rent. The combination of these attributes in new developments will attract families, thereby resulting in impacts to SCUSD.

As lead agency, the City should analyze the impacts the increase in population from the TESP will have on all public facilities. The District requests that the EIR study the best location for the two acre school and parks within the development. The TESP should indicate the exact location of the school and parks in order to provide the greatest benefit to the community, and the EIR should analyze the indirect environmental impacts on traffic, air quality, land use, noise and public services related to school attendance and construction. Appropriate mitigation measures to reduce those impacts to a less than significant level should also be incorporated. The District is concerned that without a designated location, the developers may not include a school or enough public facilities to support the development or try to locate them where schools cannot be constructed. The California Department of Education requires school sites to adhere to strict placement regulations as found in Title 5 of the California Education Code. A school site shall not have contaminated soil, high pressure pipelines or be near other

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...

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Noelani Sallings

hazardous elements. SCUSD encourages the City to add a designated location for the school, which will be able to be approved by the State of California.

The District is willing to work with the City to provide a joint use library, multipurpose room and hardcourt/field space in conjunction with the construction of the proposed school. Locating these public facilities on the TESP will allow the City to require the developers to individually mitigate their impacts on each of these facilities and create safe routes to get to them.

Adding a school site to the TESP will greatly reduce the pressure of the proposed development's impacts to the student population at Katherine Hughes Elementary. The TESP and surrounding residential developments will result in hundreds of additional students who will attend District schools. The TESP is not the only residential development planned for north Santa Clara. The TESP EIR should also study the routes students will take from outside the development in order to attend the school. A school of 600 students will have a staff and volunteers of approximately 50 each day. Many staff and parents will drive their children to school, if they do not live in the TESP. This will add additional traffic to the area during the pick-up and drop-off times. With the myriad of proposed developments within the District to be constructed, funds for the new school sites, and funds for the design and construction of new schools and modernization of existing schools.

In order for the District to be able to accommodate all students within the District, the District requires a voluntary community benefit payment from the developers in addition to the statutory developer fee. All state and local jurisdictions affected from the Project will collect 100% or more of the calculated impact of the project, except the SCUSD. School districts are at a disadvantage when collecting funds for capital improvements, since districts are restricted to charging a set amount per square foot of a new development. The statutory developer fee mandated by SB 50 ("Statutory Developer Fee") for residential construction is currently \$3.48 per square foot and the industrial and commercial construction is currently \$0.56 per square foot. The Statutory Developer Fee does not adequately cover the land purchase, design, and construction cost incurred by the District for new or expanded school facilities.

The District's Residential Development School Fee Justification Study (RS), dated September 1, 2016, calculates the actual school facilities cost impact per residential square foot for detached single family homes to be \$13.20 per square foot and \$18.41 per square foot for multi-family attached houses. This is a deficit of \$9.72 for single family and \$14.93 for multi-family new residential per square foot constructed.

The District's Commercial/Industrial Development School Fee Justification Study (CID), dated September 1, 2016, calculates the actual net school facilities cost impact of retail new construction to be \$1.50 per square foot. This is a deficit of \$.94 per square foot of retail constructed. The CID calculates the actual net impact of office space is \$2.35 per square foot, which is a deficit of \$1.13 per square foot. Therefore, the Santa Clara Unified School District is requesting developers provide for full mitigation of their

impact through a combination of a voluntary community benefit payment and the Statutory Development Fee equal to the calculated impact in the SCUSD CID Study.

With an elementary school located within the TESP boundaries, the students must have a safe route on which to walk to school. Currently students are slated to attend Katherine Hughes for elementary school. This school is slightly south of Tasman Drive, which is a very high speed roadway. The District requests the EIR to study the opportunities for a safe and secure pathway for students and community members to walk or bike between the TESP and Katherine Hughes Elementary as an interim mitigation measure, until there are enough funds to construct a new elementary in the TESP. Each developer should be responsible for creating a safe path of travel to and from their development and the proposed school site as well as financing safe routes to school education.

Even though the TESP is slated to be transit oriented, the traffic on Tasman Drive, Lafayette Street, and Lick Mill Boulevard will increase greatly. Don Callejon Elementary and Middle School are located on Lick Mill Boulevard south of the proposed development. Katherine Hughes Elementary is directly south of the TESP and crossing Tasman Drive would be exceedingly dangerous without a grade separated walkway. District busses and parents use all of these roads to transport students to and from school, if they are not close enough to walk. The District requests the EIR traffic study to assess intersections around the schools, including Tasman Drive and Lafayette Street, Lafayette Street and Calle de Primavera, Lick Mill Boulevard and Tasman Drive, and Montague Expressway and Lick Mill Boulevard when school is in session during pick up and drop off.

The combination of constantly increasing construction costs combined with lack of existing capacity in District schools, make it imperative the District continually plan for and collect adequate funding for school construction. The District will not support approval of the TESP or any project within the TESP, without a designated school site within the Tasman East Specific Plan or nearby, and a requirement of all developers to provide full mitigation of their impact through a combination of voluntary community payments and the applicable Statutory Development Fee. The City and District must work together to create the best community for all residents.

Please feel free to contact me with any questions.

Sincerely,



Michal Healy
Director, Facilities Development and Planning

cc: Stanley Rose; srose@scusd.net
Mark Allgire; mallgire@scusd.net



August 7, 2017

City of Santa Clara
Department of Planning
1500 Warburton Avenue
Santa Clara, CA 95050

Attention: John Davidson

Subject: City File No. PLN2016-12400 / Tasman East Specific Plan

Dear Mr. Davidson:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the revised Notice of Preparation (NOP) for the Tasman East Specific Plan. We have the following comments.

Project Location and Land Use/Transportation Integration

VTA supports the proposed land use intensification in the plan area, located on the regional transportation network adjacent to the VTA Lick Mill Light Rail Transit (LRT) Station and Santa Clara Great America train station served by Altamont Corridor Express (ACE) and Capitol Corridor services. Additionally, this LRT segment along Tasman Drive will benefit from increased service frequency and a new connection to the Milpitas BART station, anticipated to open in the first half of 2018.

VTA commends the City for proposing high-density residential with retail use in the plan area, strengthened by minimum densities of 60 and 100 dwelling units per acre, depending on site size. Such measures significantly support transit ridership. Additionally, the high-density residential land use complements the area's current and future regional office, retail and entertainment uses, such as Levi's Stadium and City Place. VTA supports a mix of land uses that encourage a live-work-play activity center for Santa Clara that offers additional opportunities for residents and employees to reduce vehicle trips, and greenhouse gas emissions. Furthermore, the revised NOP states that the plan would also allow a school for up to 600 students, and approximately 10 acres of open space. VTA supports these new plan features which will help to internalize and shorten trips generated by the development.

VTA supports policies and plans that target growth around the established cores, transportation corridors, and station areas in the County, as described in VTA's *Community Design & Transportation* (CDT) Program and CDT Manual. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and has been endorsed by all 15 Santa Clara County cities and the County.

VTA recommends that the City to work with the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), to designate the plan area as a Priority

Development Area (PDA). This would assist in leveraging grant funding opportunities for sustainable transportation solutions.

Tasman Corridor Complete Streets Study

VTA is currently leading a planning and conceptual design study for improvements along Tasman Drive and Great Mall Parkway through four cities that support pedestrian, bicycle and transit modes while still serving the needs of motorists. The Complete Streets planning study began in December 2016, with target completion in late 2018. Staff from cities of San Jose, Sunnyvale, Santa Clara and Milpitas will be closely involved to advance shared goals for multimodal transportation and sustainability. VTA and City of Santa Clara staff will continue to coordinate efforts to advance the Complete Streets study; however, VTA recommends that the Tasman East Specific Plan framework and Draft Environmental Impact Report (DEIR) include appropriate flexibility to ensure that recommendations resulting from the Complete Streets study can be accommodated. VTA staff looks forward to continuing to share information and work closely with City of Santa Clara staff on these two related planning efforts.

Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more net new peak-hour trips. Based on the information provided on the size of this project, a TIA may be required. The updated 2014 VTA *TIA Guidelines*, which can be found at <http://www.vta.org/cmp/tia-guidelines>, include updated procedures for documenting auto trip reductions, analyzing non-auto modes, and evaluating mitigation measures and improvements to address project impacts and effects on the transportation system. For any questions about the updated *TIA Guidelines*, please contact Robert Swierk of the VTA Planning and Program Development Division at 408-321-5949 or Robert.Swierk@vta.org.

Pedestrian and Bicycle Accommodations

VTA recommends that the DEIR/TIA include an analysis of Pedestrian and Bicycle Accommodations, including access and connectivity within and near the plan area. Such analysis should consider the completeness and quality of the pedestrian and bicycle network on roadways and intersections adjacent to and nearby the project site. See sections 6.4 and 9.3 of the VTA *TIA Guidelines* for further details.

Given the increased pedestrian and bicycle volumes associated with the plan, VTA recommends that the DEIR evaluate the safety of pedestrians and bicyclists travelling across Tasman Drive. VTA also recommends that the plan provide exceptional pedestrian and bicycle accommodations, both internally and along arterial roadways to accommodate the volumes of trips expected to, from and within the plan area. VTA supports the City's draft concepts for the Tasman East Specific Plan, which include a finer-grained pedestrian and bicycle network of bike lanes, wide sidewalks, and paseos within the plan boundaries. VTA notes that the City's draft concepts place buffer strips between pedestrians and automobiles with consistent street trees. Resources on quality of service, such as the Highway Capacity Manual 2010 Pedestrian methodologies, indicate that such accommodations improve perceptions of comfort and safety on a roadway. VTA strongly recommends that the City maximize the comfort and safety of

pedestrians and bicycles to promote such modes by requiring safety features such as high-visibility crosswalks near schools and implementing a Safe Routes to School program, consistent with the Santa Clara County Safe Routes to School (SRTS) initiative.

VTA recommends that the plan area provide abundant conveniently located bicycle parking. Bicycle parking facilities can include bicycle lockers or secure indoor parking for all-day storage and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from <http://www.vta.org/bikeprogram>.

Potential Congestion Impacts on Transit Travel Times

The DEIR/TIA should include an analysis of potential impacts that increased motor vehicle traffic and congestion associated with the specific plan build-out may have on transit travel times, particularly increased travel times for light rail and buses. VTA emphasizes that the plan's objective to create a "transit-oriented neighborhood" should serve to enhance, and not diminish, the speed and efficiency of nearby transit services. While VTA is supportive of increasing development densities along this corridor, increased congestion could degrade the schedule reliability of transit and increase travel times, making transit a less attractive option for travelers in the corridor. If increased transit delay is found, appropriate off-setting measures, such as strengthened Transit Signal Priority for light rail, should be identified in the DEIR/TIA.

Future Changes to the ACE/Capitol Corridor Great America Station

VTA notes that ACE/Capitol Corridor have near-term and long-term plans to expand service frequency to the area, which will likely result in station/platform reconfiguration and passenger/pedestrian/bicycle access changes. Additionally, as part of VTA's engagement in the City's Tasman East Specific Plan Technical Advisory Committee, VTA discussed its support for a future integrated, intermodal Great America Station that brings together ACE, Capitol Corridor, VTA light rail, buses, and public/private shuttles. Such a long-range improvement would enhance regional and local access to the burgeoning Tasman Drive area, and create a convenient, accessible, and seamless transit connection between all transit modes and the neighboring development. VTA notes that the City is currently preparing a Multimodal Improvement Plan in connection with the City Place project, which may include the funding of a station area master plan for an ACE/Capitol Corridor/VTA Great America Station. VTA recommends that the Transportation analysis in the DEIR/TIA reflect such near- and long-term plans, and their effects on access, connectivity, and safety of all users.

CMP Facilities

Based on the size and location of the project, there may be impacts to one or more Congestion Management Program (CMP) facilities, including freeway segments and CMP intersections. If the transportation analysis in the DEIR indicates that there will be significant impacts according to CMP standards, VTA suggests early coordination with the appropriate agencies to identify potential mitigation measures and opportunities for voluntary contributions to regional transportation improvements in or near the impacted facility in the latest Valley Transportation Plan (e.g. SR 237 Express Lanes Phase II, and US 101 Express Lanes) or pedestrian/bicycle/transit improvements that come from the Tasman Corridor Complete Streets

Study. Other potential improvements include a grade-separated pedestrian-bicycle facility across Tasman Drive.

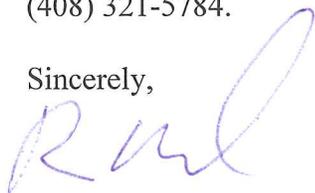
Transportation Demand Management/Trip Reduction

Given the size of the project and limited roadway access to and from the project area, the project should include a robust Transportation Demand Management (TDM) Program to reduce auto trips, vehicle miles traveled and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the site and reduce transportation impacts associated with the project. VTA recommends that the City consider the following TDM/Trip Reduction strategies:

- Project design to encourage walking, bicycling, and convenient transit access;
- Parking cash out/parking pricing;
- Adoption of an aggressive trip reduction target with a Lead Agency monitoring and enforcement program;
- Transit fare incentives such as such as free or discounted transit passes on a continuing basis;
- Public-private partnerships or employer contributions to provide improved transit or shuttle service in the project area.
- Bicycle lockers and bicycle racks
- Showers and clothes lockers for bicycle commuters
- Parking for car-sharing vehicles

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,



Roy Molseed
Senior Environmental Planner

cc: Patricia Maurice, Caltrans
Brian Ashurst, Caltrans

SC1612



August 7, 2017

John Davidson, Principal Planner
City of Santa Clara
Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050

Re: Comments on Revised Notice of Preparation of a Draft Environmental Impact Report for the Tasman East Specific Plan

Dear Mr. Davidson:

Thank you for the opportunity to review the Revised Notice of Preparation (NOP) for the proposed Tasman East Specific Plan in Santa Clara. This letter includes all City of Sunnyvale comments to the project NOP.

The following comments cover issues the City of Sunnyvale would like to be discussed in the DEIR:

A. General Questions and Comments:

1. Please provide a discussion of how the proposed project works with the 49er stadium parking and traffic circulation plan, especially during construction of the proposed project.
2. If applicable, provide the current Levi Stadium parking plan (as part of the Transportation Management and Operations Plan- TMOP) and envisioned TMOP parking plan at initial and complete project build-out as it appears some of the stadium parking may be currently accommodated on this site.
3. Provide contextual aesthetic and visual information on how the proposed 220 foot buildings fit into the surrounding area, including potential visibility in Sunnyvale.
4. We would like to request that the City of Santa Clara provide outreach to Sunnyvale residents, and that the notice area be expanded if the traffic information shows impacts to the nearby Sunnyvale neighborhoods.

B. Traffic and Transportation Input for the Notice of Preparation:

If you have questions on the following traffic related items, please contact Ralph Garcia, Dept. of Public Works, rgarcia@sunnyvale.ca.gov or (408) 730-7551.

1. The City of Sunnyvale uses criteria found within the VTA *Transportation Impact Analysis (TIA) Guidelines* as a basis for determining study intersections. It is likely that project trips would travel to and from the west through intersections located within the City of Sunnyvale. Accordingly, municipal and CMP intersections with ten or more project trips per lane added to any intersection movement should be analyzed. The intersections of Tasman / Lawrence, Tasman/Fair Oaks, Lawrence/ SR 237 Ramps, Fair Oaks / SR 237 Ramps, Lawrence/US 101 Ramps, and Fair Oaks/US 101 Ramps should be considered for inclusion within the traffic analysis. Traffic conditions at the study intersections are typically conducted for the AM and PM peak hours under existing and future analysis scenarios. The analysis should also include the school PM peak hour (2 PM to 4 PM) for project traffic associated with the proposed school.
2. Corridor analysis should be considered for Tasman Drive, Lawrence Expressway and Fair Oaks Avenue.
3. The project site is located near the City of Sunnyvale's eastern border. Relevant approved projects within Sunnyvale and other neighboring jurisdictions need to be included in the study estimates of the Background traffic volumes. This is consistent with the VTA TIA Guidelines. Please contact the City of Sunnyvale to get a list of approved projects to include in the study.
4. Similarly, pending projects within Sunnyvale and other neighboring municipalities and/or the application of an annual growth rate need to be incorporated in the Cumulative traffic volume estimates in order to reflect the growth in both the local and regional traffic. Please contact the City of Sunnyvale to get a list of pending projects to include in the study.
5. Since this project is northeast of the Levi's Stadium, a game day scenario should be included in the analysis. This should include an alternative route analysis of the surrounding transportation network during road closures for stadium events.
6. The project's parking analysis should ensure avoiding any potential parking diversion into the nearby Sunnyvale residential neighborhoods including south of Tasman Drive. This should include an analysis of overflow parking demand during stadium events and parking for transit access.
7. Evaluation of the alternative modes of transportation should be included in this project's traffic analysis. The VTA CMP Guidelines indicate that traffic analysis must include transit facilities in terms of transit service availability, transit capacity relative to the increased demand, impact of increased traffic delays on the service, and the need for transit access improvements. According to the CMP Guidelines, the traffic analysis must also evaluate bicycle and pedestrian facilities in terms of their availability, project effects on future bike/pedestrian plans, and improvements

proposed by the project. Maps and information on existing and planned bicycle facilities within Sunnyvale can be supplied upon request.

The City of Sunnyvale appreciates your consideration of the requested study scope elements described above. Please contact me at (408) 730-7437 (rzulueta@sunnyvale.ca.gov) if you have any questions or concerns about items discussed in this letter.

Sincerely,



Rosemarie Zulueta
Acting Principal Planner, Community Development Department

cc: Trudi Ryan, CDD Director
Andrew Miner, Planning Officer
Manuel Pineda, Director of Public Works
Shahid Abbas, Transportation/Traffic Manager
Ralph Garcia, Senior Transportation Engineer

August 7, 2017

VIA EMAIL ONLY

Mr. John Davidson, Principal Planner
City of Santa Clara – Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050

RE: City of San José's Comment Letter relating to the Revised Notice of Preparation for the Tasman East Specific Plan (CEQ2016-01026, PLN2016-12400).

Dear Mr. Davidson,

On behalf of the City of San José (City), we would like to express our appreciation for the opportunity to review and comment on the Revised Notice of Preparation (NOP) for the Tasman East Specific Plan (Specific Plan) Environmental Impact Report (EIR).

PROJECT DESCRIPTION

The City understands the project as a Specific Plan to allow for the development of a high-density, transit-oriented neighborhood with retail. The Specific Plan would allow the development of up to 4,500 dwelling units, up to 106,000 square feet of retail, an extension of Lick Mill Boulevard through the site, the potential construction of a school for up to 600 students, and approximately ten acres of parks and open space.

NOTICE OF PREPARATION COMMENTS

The City supports Santa Clara's commitment to allow high-density residential development, a school, and ten acres of parkland adjacent to the proposed City Place development and other employment centers in north San José and Santa Clara. The development of high-density housing in Tasman East will balance the proposed office and retail development of the proposed City Place project and will help reduce regional vehicle miles traveled (VMT) by giving more employees the opportunity to live in walking, biking, or a short drive from their workplace. However, buildout of the Specific Plan will result in a significant concentration of new residents on a 46-acre site on the City's border, resulting in changes to the local environment, especially with regard to biological resources, traffic patterns, and use of recreation facilities. Therefore, the City requests the EIR evaluate the following potential impacts related to air quality, biological resources, recreation/open space, and transportation/circulation:

1. Air Quality

The EIR should evaluate impacts to sensitive receptors from construction period air pollutants

during construction of development consistent with the Specific Plan. Sensitive receptors include residents in the City of San José across the Guadalupe River, approximately 500 feet east of the Specific Plan area.

2. Biological Resources – Santa Clara Valley Habitat Conservation Plan

The EIR should evaluate potential impacts of new development adjacent to the Guadalupe River. Project design that includes more open space (part of the proposed ten acres of parks and open space) along the Guadalupe River could serve as a buffer between future development and the riparian habitat while serving as an amenity.

Although the project site is located outside of the Santa Clara Valley Habitat Plan (SCVHP) area, it is immediately adjacent to the border of the covered area, just west of the City of San José. The SCVHP is the best regional biology science available, particularly for Nitrogen Deposition, and should be evaluated as part of the EIR. Even though Santa Clara is not a part of the SCVHP, the EIR should utilize the SCVHP framework for analytical information, disclosure and mitigation, particularly with regard to potential impacts to the Bay Checkerspot Butterfly resulting from cumulative nitrogen deposition from trips generated by future development.

3. Open Space and Recreation Area

Given that the proposed project abuts the City of San José, with likely impacts to public usage of San José's parks, open space, and recreational facilities, the City has the following concerns related to: (1) inadequate park space, (2) utilization of City's trail network, (3) habitat and open space connectivity, and (4) future adaptation measures to address climate change.

Recognizing that the Quimby Act and Mitigation Fee Act are imperfect measures to achieve adequate recreational land for residents, the City is concerned that the proposed 10-acre park is substantially below the City of Santa Clara's Parkland In-lieu Fee Schedule for New Residential Development (Resolution No. 17-8427) and the Quimby Act requirement for open space. As described in the ordinance and depending on whether a project is subject to Quimby Act or Mitigation Fee Act, individual residential projects in the development should be subject to a parkland obligation of either 3.0 or 2.53 acres per 1,000 residents, respectively. Assuming that to achieve the densities proposed in the Specific Plan, all units in the plan will be multifamily units with occupancy calculated at 2.24 residents per dwelling unit, the overall Specific Plan should be required to provide between 25.5 and 30.2 acres. The proposed 10 acres is substantially lower than both the City of San Clara and Quimby Act's requirements for recreation and open space and therefore, demand for public recreation facilities from new residents within the Specific Plan area will negatively impact San José's trail, park and other recreation facilities. The Specific Plan and EIR should account for how the additional parkland need will be addressed.

4. Traffic/Transportation

Please consider the following when preparing the traffic analysis:

- North San José Area Development Policy (NSJADP) and North San José Deficiency Plan (NSJDP)
- US 101 / Oakland Transportation Development Policy
- VMT analysis - Implementing SB743
- City of San José Protected Intersections
- City of San José TIA Guidelines
- VTA's CMP analysis
- Provide trip assignment distribution
 - Include number of AM/PM Peak hour trips distributed to protected intersections, freeways (US-101 Oakland, Mabury)
- TDM
 - Reduce parking, add bike parking, employer incentives, Eco Passes, unbundled parking, incorporate a TMA (Transportation Management Association) to provide transportation services/resources information to encourage trip reduction

Analysis review: To expedite EIR review, please consider all technical documents to be disclosure documents for all stakeholders, including the general public in addition to technical staff/reviewers.

City of San José development projects in the vicinity: Please contact City of San José Department of Public Works for current City of San José project list.

- PD16-034 - Top Golf
- PD15-053 - America Center Building 5
- PDC15-016 - Marriott Residence Inn
- SP16-053 - Cilker
- H15-037 - Boston Properties
- North San José

Evaluate the following City of San José intersections using TRAFFIX:

- Gold Street/Gold Street Connector (City of San José)
- Great America Parkway / State Hwy 237 (N)
- Great America Parkway / State Hwy 237 (S)
- N. First Street / Nortech Parkway
- Disk Drive / Nortech Parkway
- Wilson Drive / Grand Blvd
- N. First Street / State Hwy 237 (S)
- N. First Street / State Hwy 237 (N)
- N. First Street / Holger Way (Lamplighter Way)
- N. First Street / Headquarters Drive (Vista Montana)
- W. Tasman Drive / Vista Montana
- Renaissance Drive / Vista Montana

- W. Tasman Drive / Champion Court
- W. Tasman Drive / Rio Robles
- N. First Street / W. Tasman Drive
- N. First Street / Rio Robles
- N. First Street / River Oaks Parkway
- N. First Street / Montague Expressway
- Baypointe Parkway / Tasman Drive
- Zanker Road / State Hwy 237 (N)
- Zanker Road / State Hwy 237 (S)
- Zanker Road / Holger Way
- Zanker Road / Baypointe Parkway
- Zanker Road / Tasman Drive
- Zanker Road / Alicante Drive
- Zanker Road / River Oaks Parkway
- Zanker Road / Sony Driveway
- Zanker Road / Innovation Drive
- Zanker Road / Montague Expressway
- Cisco Way / Tasman Drive
- Any other intersections that meet the CMP Guidelines for analysis

Please identify any and all transportation improvements that may result from the full build-out of Specific Plan. We request that you coordinate with City of San José staff to provide seamless transportation connections between San José and Santa Clara:

1. City of San José intersections (using City of San José Council Policy 5-3 criteria)
2. Multimodal Bike, Ped and transit facilities

For impacts in North San José, please refer to the NSJADP and NSJDP. For impacts in other areas of San José, please provide preliminary mitigation proposals for San José review and approval.

CONCLUSION

We thank you for the opportunity to comment on the Revised NOP for the Tasman East Specific Plan EIR. The City of San José looks forward to continued collaboration, communication, and implementation of the project. If you should have any questions, please feel free to contact David Keyon, Supervising Environmental Planner at david.keyon@sanjoséca.gov or (408) 535-7898.

Sincerely,

A handwritten signature in black ink, appearing to read "Ned Thomas", with a long horizontal flourish extending to the right.

Ned Thomas, Division Manager
Planning, Building and Code Enforcement
City of San José

CC: City's Department of Public Works
City's Department of Parks, Recreation, and Neighborhood Services

From: Dan Truong <dan.truong@gmail.com>
Sent: Friday, July 07, 2017 6:47 PM
To: John Davidson <JDavidson@SantaClaraCA.gov>
Subject: Tasman East Specific Plan Comments

Mr. Davidson,

Thank you for broadcasting the NOP information. Below are my comments/concerns.

To make the development successful I believe you should consider the following recommendations.

Many would need to be coordinated across administrations, but if anything, this development would be the one leverage to make significant improvements.

As a resident I feel I have a good idea of what the project needs to account for to be successful.

*** 2 parking spots per dwelling**

Make sure that the housing complex builds underground parking for apartments, with an average of **TWO parking spots per appartement** plus enough visitor parking. Commute oriented housing should be enforced by providing better public transit infrastructure, NOT by reducing parking space, which would impact neighborhoods around the development. People living there would just poach parking in our neighborhoods if they have no space. The Renaissance Dr. development is an example. That neighborhood street parking is completely saturated. Our infrastructure still makes it hard to live without a vehicle per adult.

*** Roadways**

As is Lafayette road flow in the area is poorly designed. It has few connections and uses ramps to get to Montague expressway and Tasman, and small connectors to 237. Furthermore many of those require waiting through 1 or two red lights. This design can't sustain heavy urbanization.

Add 237 access ramps: Lafayette is not directly connected to 237, but with increased population and traffic, the connector roads to Great America won't accommodate the flow. Coordinate with the state and federal government to build off ramps to 237. This would benefit the Levi's stadium too as it could double road throughput to the different parking lots.

Add Montague access ramps: Redesign the connection to eliminate the need to cross a red light to go on Montague to access I-101.

Change Tasman access ramp: Replace calle de Luna with a well designed connection between Tasman and Lafayette street which minimizes red lights.

Design apartments access roads: Make sure development road flow is properly designed to avoid creating bottlenecks and congestion at peak rush hour, and can open to both tasman and lafayette.

*** Sustainable development**

Consider eco friendly building, with lots of green areas.

Use roofs: Turn them into green parks and playgrounds, or lay them out with solar panels. **Pedestrian**

ways: Since buildings will be tall, make wide roads with green patches, possibly develop pedestrian only space leading to green parks next to waterways and to local shops with terraces.

Dwellings: Make sure builder uses good **soundproofing** against neighbors as well as outside noise like planes.

*** Improve Lightrail travel time**

Please revisit the design of the light rail on Tasman to reduce travel time to **CalTrain** and **BART**. A success there would reduce commute car traffic.

When possible make the rails avoid red lights at road intersections.

Make the red lights give **right of way to the LightRail**, giving it priority over cars, so it doesn't wait at every intersection, where the light rail can't avoid an intersection.

Currently the light rail schedule is designed with the worst timing possible. It will wait long times at key stations to re-sync to the time table.

Alternatively, change the Lightrail schedule to not post times of passage, but instead frequency of passage. **Run light rail every 10mn** and this becomes acceptable.

*** ACE station sound wall**

Please consider a layout that allows building a sound wall along Lafayette to curtail noise from the trains, stadium and 49er training facility.

Please **build a sound wall** along the track to the development project.

Improve pedestrian access to the station, so it can support heavy pedestrian flow without using crosswalks on Lafayette. As Google builds in San Jose, it is possible more residents will use the ACE to go to Diridon station for work.

*** Biking & hiking trails**

Do not impede the great trail system on the levies which allow bike traffic to flow without having to go on sidewalks or roadways.

Have the development build direct bike access to the trails away from car traffic, for the safety of children and bicyclists.

Connect Guadalupe trail to San Thomas Aquino trail around the Tasman area. Maybe repurpose the golf course bridge over Lafayette for that.

I hope this will lend on a good ear, and some if not all recommendations will be taken into consideration.

Best regards,

Dan Truong (resident)-



Loma Prieta Chapter serving San Mateo, Santa Clara & San Benito Counties

August 7, 2017

John Davidson, Principal Planner,
City of Santa Clara
1500 Warburton Avenue, Santa Clara 95050

Re Tasman East Specific Plan - EIR Scoping Comments

Dear Mr Davidson,

We thank the City of Santa Clara for providing the Sierra Club Loma Prieta the opportunity to comment on the preparation of the environmental impact report for Tasman East Specific Plan. We believe that the proposed residential mixed use development will help to improve the pressing issue of jobs-housing imbalance prevailing in the city and the Bay area.

The notice of preparation covers various environmental and social issues impacted by the proposed development, but we believe a few more areas need to be analyzed in the environmental impact report.

A. Proposed Alternative for Reduced Impacts

Reduced density at the site is not the appropriate alternative to study, for reduced impacts, since the reason for revising the General Plan with the Specific Plan is to provide a higher density at this location. We believe the addition of supportive infrastructure is the appropriate Alternative to analyze for reduced impact. This is particularly appropriate given that it is adjacent to the large City Place development, Levi's stadium and the Convention Center.

Therefore, rather than looking at the impacts of decreasing development, the most effective strategy for decreasing the environmental impact is to examine what changes could be made in the infrastructure to achieve lower traffic environmental impacts.

Proposed Alternative One:

1. With an approach of "Mobility as a Service" , also known as MaaS¹, to reduce the traffic impacts at this project, consider the addition of a new multi-modal station at the NW of the intersection of Tasman and Lafayette, that would serve Tasman East, City Place and Levi's Stadium and would provide:

¹ [Mobility-as-a-Service \(MaaS\)](#), describes a shift away from personally owned modes of transportation and towards mobility solutions that are consumed as a service or utility. This shift is also fueled by a myriad of innovative new mobility service providers such as [ride-sharing](#) and [e-hailing](#) services, [bike-sharing](#) programs, and [car-sharing](#) services as well as on-demand "pop-up" bus services. On the other hand, the trend is motivated by the anticipation of [self-driving cars](#), which put in question the economic benefit of owning a personal car over using on-demand car services.

- More frequent and regular heavy and light rail service.
 - Local bus service with several lines, discussed during City Place Study Sessions
 - Regular and frequent shuttle service to Downtown Santa Clara station and Diridon station, BART, Caltrain and future hi-speed rail
 - Car share, bike share, bike valet parking and repair and autonomous (self-driving) vehicles² parking
 - Easy and attractive pedestrian and bike access connecting across Lafayette street to Tasman East and access across Tasman to Levi's stadium
2. In addition, analyze and include the reduced environmental impacts of ALL unbundled, paid parking in every building at Tasman East.
 3. Assume every building to be Zero-Net Energy³, as will be required by CA code in 2020.
 4. Assume improvements to the bicycle trail system for connected and safe access improving the percentage of people able to use bicycles safely for trips

B. EIR Sections

Additional issues that we would request be included in the following sections of the EIR include:

1. **Aesthetics:** Bird-friendly design⁴ requires careful use of glass surfaces and building volume design to minimize bird strikes.

Attractive design, with articulated volumes and facades, and high quality detailing and materials, make higher density buildings more appealing to the public. These features should be included as mitigation for desired higher density.

2. Air Quality:

In order to meet the BAAQMD's requirements for air quality, we would prefer that the EIR not be satisfied with suggesting that reduced air quality is a significant and unmitigatable impact. We expect that robust mitigation strategies will be included in mitigation strategies to promote improved access to mobility to reduce auto use.

- Include a robust transportation demand management plan that will provide various travel options to the future residents of the proposed site.
- We also recommend a Transportation Management Association (TMA- hopefully in association with City Place), as a mitigation strategy, for the study area. It will not only analyze the travel patterns, but also pool resources to facilitate appropriate travel options that connect various destinations in the vicinity.

² The DMV released its updated draft of its "autonomous vehicles deployment regulations" in September 2016 and [final rules are expected shortly](#) to provide a clear path for driverless testing in the coming months. Senator Jerry Hill announced Senate Bill 145 to eliminate a 180-day waiting period in order to get autonomous vehicles on the road in 2017.

³ [Zero-Net Energy](#): California's revisions to Title 24 put in place ambitious performance goals: all residential buildings must be Zero Net Energy (ZNE) by 2020, and all commercial buildings must follow suit by 2030.

⁴ [Bird-friendly design guidelines](#): Reduce glass reflectivity, light pollution, etc <http://sf-planning.org/standards-bird-safe-buildings> and <http://sanjoseca.gov/DocumentCenter/View/35>

3. Biological Resources:

Increased intensity of development along the Guadalupe River will tend to have a negative effect of the riparian corridor as well as the adjacent Ulistac Natural Area. We look to the EIR to consider strategies to mitigate these negative effects

Along the river edge, mitigations should include a 200' setback within which the natural edge of the river be restored to healthy habitat.

Factors such as height of the buildings adjacent to the river, glazing of the buildings, and lighting along the river edge and the buildings' interior and exterior lighting can have significant negative impact on the birds, insects and wildlife along the river and need to be addressed in the environmental impact report. We recommend adding a Habitat Overlay Zone⁵ of 200' that protects the wildlife along the river and bird-friendly design guidelines for the project.

We recommend including a resilient landscape framework⁶, as mitigation, that minimizes impacts and revitalizes the ecology impacted due to development of the proposed project. The plan proposes to require open spaces of varying sizes. We recommend connecting the spaces by green corridors to create a connected ecology within the proposed site and connected to the river as mitigation for increased density's negative impact that replaces the existing low rise development.

Section 4. Cultural Resources: The notice of preparation suggests the environmental impact report will discuss impacts to the cultural, archaeological, and historical impacts of the development. Currently the area is a relatively quiet, semi industrial zone with no activity at night.

- The natural environment does not benefit from activity 24/7. We recommend analyzing the quality of place created by the proposed project that enhances the street activity and makes the streets and outdoor spaces a social place and we look to the EIR to include mitigations that keep the river edge, and the zone close to the river, quiet and dark during the night.

Section 6. GHG and Energy and Section 12. Transportation

Traffic impacts and transportation are key elements in this EIR (as well as in the adjacent proposed City Place development). To reduce automobile usage and the associated GHG and air quality

- Along with the analysis of impact of vehicular traffic generated by the proposed project on key intersections and freeways, it is essential that traffic mitigation measures should be devised. These measures will work to reduce auto trips and encourage alternative transportation and mobility⁷ travel patterns.

⁵ See [Section 5 Habitat and Biological resources](#), City of Mountain View, North Bayshore Precise Plan includes Habitat Overlay Zones along habitat corridors and edges.
<http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=20935>

⁶ "[Landscape resilience Framework](#)" by San Francisco Estuary Institute
http://www.sfei.org/sites/default/files/biblio_files/SFEI_2015_Landscape%20Resilience%20Framework.pdf

⁷ Including [Safe Routes to School](#) for nearby elementary school across Tasman.
www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

- To reduce auto-oriented development, mitigations should include reducing the parking ratios in the development, implement paid parking for the residents, and provide car-pooling and car-sharing options for the residents, include bicycle facilities.
- Along with minimum, maximum parking ratios should be required mitigation.
- Provision for electric vehicle chargers should be made mandatory in the development of the proposed project.
- A very critical element is a pedestrian priority environment and the EIR should comment on the the "walkability" of the proposed project. Making walking the easiest mode of transport for errands is an important goal.

Section 8: Hydrology and Water Quality

Water quality will be effected by both construction period and later, by the higher percentage of impervious surface and water conservation.

In order to prevent any deterioration in water quality in the river and in ground water:

- Include Low Impact Development (LID)⁸ strategies, as mitigation strategies, to protect water quality, reduce run-off and save storm and waste water at the source.
- The setback at the River edge should be required to be fenced and protected during construction to ensure that dust, dirt and debris during construction does not pollute the water. Dust control shall used during construction.

Section 10: Noise

Currently the area is relatively quiet with the adjacency of the golf course. In addition, traffic noise would be amplified in high density development with the noise contained between the hard surfaces of buildings.

- As mitigation we believe that noise reduction asphalt⁹ roadways, increasingly popular in the Bay Area, will reduce the newly introduced traffic noise significantly, making high density development less stressful due to the increase in noise levels.

Alternative Scenarios:

We expect that at least one and maybe more alternative scenarios will be analyzed to study reduced impacts:

⁸ [Low Impact Development \(LID\)](http://www.lowimpactdevelopment.org/links.htm) – Low Impact Development is a sustainable practice that benefits water supply, increases infiltration and storage of storm water and contributes to water quality protection.
<http://www.lowimpactdevelopment.org/links.htm>

⁹ [Report on Status of Rubberized Asphalt Traffic Noise Reduction](#): The conclusions of the 6-year study, in Sacramento, California, indicate that the use of rubberized asphalt on Alta Arden Expressway resulted in a 60% reduction in traffic noise energy, and a clearly perceptible decrease in traffic noise. This traffic noise attenuation from rubberized paving is similar to the results documented in several non-related studies conducted in recent years at other locations, both nationally and internationally.

Increased density alternative: We strongly suggest that a “reduced intensity” project will not contribute to reduced impacts. Instead we suggest including an **increased intensity alternative: analysing how an “increased intensity” project may, in this case, be more effective** in creating reduced impacts especially from traffic as it will provide much needed housing near the job center of City Place, thus reducing trips to the area, create a larger community that can benefit from TDM strategies, will support more transit, and can support neighborhood retail.

Narrower streets: We also believe that the alternatives should include an alternative with narrower streets than currently indicated in the proposed plan. The 4-lane streets should be reduced to 2 lane streets with a turn lane and much wider sidewalks and bike lanes¹⁰ If walking and biking are to be the top priority, we need to make sure that the circulation places a lower priority on auto speeds in order to make walking and biking the most pleasant way to get around, rather than cars.

The traffic impacts for improved air quality and reduced noise should be accounted for as well as the reduced fatalities and accidents.

In Summary: We hope these comments will be helpful in analyzing the impacts created by the proposed project as well as devise the mitigation measures needed to create a Specific Plan for a sustainable development at East Tasman.

We strongly believe that the only useful Alternative to be analyzed for reduced impacts is requiring implementation of infrastructure to support **increased Mobility options**.

Respectfully Submitted,



Gita Dev, Co-Chair, Sustainable Land Use Committee
Sierra Club Loma Prieta

cc Santa Clara Planning Commission
Melissa Cerezo, Valley Transportation Authority
Corinne M. Winter, Winter Consulting Group
Gladwyn D'Souza, Transportation Committee, Sierra Club Loma Prieta
James Eggers, Exec. Director, Sierra Club Loma Prieta
Mike Ferreira, Chair, Conservation Committee, Sierra Club Loma Prieta

¹⁰Tasman East is much smaller than towns in Europe that have no cars and where people walk or take transit- such as Venice, Italy and Vauban in Germany. Tasman East is smaller than Stanford University which has successfully changed to only allow walking and bicycling within the campus. Narrow streets will allow cars access to the garages but will keep speeds down to a safe slow speed so that pedestrians are safe to cross streets at will.

APPENDIX A-2
2016 NOTICE OF PREPARATION AND
RESPONSES TO THE NOP

NOTICE OF PREPARATION
OF AN ENVIRONMENTAL IMPACT REPORT FOR
TASMAN EAST SPECIFIC PLAN PROJECT

Date of Distribution: December 9, 2016

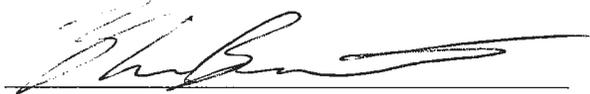
FILE Nos.: CEQ2016-01026, PLN2016-12400

As the Lead Agency, the City of Santa Clara will prepare an Environmental Impact Report (EIR) for the above-referenced project and would like your views regarding the scope and content of the environmental information to be addressed in the EIR. This EIR may be used by your agency when considering approvals for this project.

The project description, location, and probable environmental effects which will be analyzed in the EIR for the project are identified in the attached materials.

According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible. Please identify a contact person, and send your response to:

City of Santa Clara
Attn: John Davidson, Principal Planner
1500 Warburton Avenue
Santa Clara, CA 95050
Phone: (408) 615-2450
Email: jdavidson@santaclaraca.gov

for 

Andrew Crabtree
Director of Community Development

Date: December 9, 2016

**NOTICE OF PREPARATION
OF AN ENVIRONMENTAL IMPACT REPORT FOR
THE TASMAN EAST SPECIFIC PLAN PROJECT**

December 9, 2016

Introduction

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The EIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. The EIR will address the significant or potentially significant effects of the proposed project. In accordance with the requirements of CEQA, the EIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, environmental impacts, and mitigation measures for the project;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts.

Project Location

The project area is an existing industrial neighborhood, 46 gross acres in size, and is bounded by Tasman Drive to the south, the Guadalupe River to the east, the Santa Clara Golf Club to the north, and Lafayette Street to the west (refer to Figure 1 and 2). The Specific Plan area is adjacent to the Lick Mill Light Rail Transit station on Tasman Drive and the Great America Station on the west side of Lafayette Street which is served by both the Altamont Commuter Express (ACE) and Capitol Corridor trains. The Specific Plan includes approximately 36 parcels currently developed with light industrial and commercial uses, including one City-owned utility parcel, with a net land acreage of 41.4 acres.

Project Description

The site is designated in the 2015-2025 Phase of the General Plan for *High Density Residential* land use. The General Plan designation assumes some supporting parkland and neighborhood

retail services, as shown on the Land Use Map and as described in General Plan Policies. Parcels in the Specific Plan area are currently in the ML – Light Industrial zoning district.

The City proposes a Specific Plan to create a framework for the development of a high density transit-oriented neighborhood with supportive retail services. The Specific Plan would allow development of up to 4,500 dwelling units and up to 106,000 square feet of retail space including the potential for a grocery store. Residential densities in the Specific Plan area would range from a minimum of 60 dwelling units per acre (du/ac) on sites less than two acres in size to a minimum of 100 du/ac for sites larger than two acres. Maximum densities have not yet been determined for individual properties, but the overall Plan is intended to support a maximum of 4,500 units. Buildings in the Specific Plan area would be, at maximum, 220 feet in height.

The Specific Plan would maintain the existing roadway network and vehicular connections to Tasman Drive and Lafayette Street. Lick Mill Boulevard would be extended through the site to connect with the existing roadway network and City Place (current Santa Clara Golf Club) to the north, consistent with the City Place project as analyzed in the City Place Project EIR. The right-of-way on Calle de Luna would be widened to accommodate suitable lane configurations and sidewalks. An extension of Calle del Sol within the Specific Plan area, from Calle de Luna to Calle del Mundo, will be studied in the Specific Plan to provide an additional north/south connection, but its location is not yet finally determined. Other intersection and roadway segments are to receive improvements based upon the City Place EIR traffic analysis. A minimum of 4 acres of public open space is planned within the plan area. Connections from planned open space areas and pathways to the adjacent City Place development and levee along the Guadalupe River are proposed. The plan also includes the possible culverting of the drainage ditch in a public easement on private property at the toe of the Guadalupe River levee.

Potential Environmental Impacts of the Project

The EIR will identify the significant environmental effects anticipated to result from buildout of the proposed Specific Plan. The EIR will include the following specific environmental categories as related to the proposed project:

1. Aesthetics

Visual issues resulting from implementation of the proposed project would include any significant adverse impacts resulting from building mass, height, lighting, and possible glare to adjacent land uses. The EIR will also evaluate the project's visual compatibility with adjacent properties, including existing and approved development, and effects on views from designated scenic routes. Mitigation measures will be identified, as appropriate, according to applicable landscaping, architecture, and design review standards (including any proposed design guidelines included in the draft Tasman East Specific Plan) of the City of Santa Clara. The significance of project aesthetic impacts will also be analyzed for their conformance to Public Resources Code 21099.

2. *Air Quality*

The EIR will address the regional air quality conditions in the Bay Area and discuss the proposed project's impacts to local and regional air quality during the operational and construction phases of the project. Temporary construction related impacts such as construction vehicle exhaust and airborne particulates (i.e., dust) will also be discussed. Primary air quality issues involve the consistency of the Plan with the 2010 Clean Air Plan and the effects of air pollutant sources upon sensitive receptors. Mitigation measures will be identified for significant impacts, as warranted.

3. *Biological Resources*

The biological resources analysis will describe existing biological conditions and any sensitive biological resources, such as potentially regulated habitats (e.g., wetlands) and special-status species, which may occur in the Specific Plan area. The EIR will also describe the impacts of the project on biological resources, including the potential for project implementation to result in increased bird strikes, resource agency permitting requirements, and mitigation measures that would be necessary to reduce significant impacts to less-than-significant levels.

4. *Cultural Resources*

The EIR will include a discussion of potential impacts to cultural resource that could result from the Specific Plan. The potential for implementation of the Specific Plan to impact archaeological resources and tribal cultural resources, in accordance with AB 52, will be identified. None of the existing buildings within the Tasman East Specific Plan area are listed by the City as historic resources. Based on their age (less than 50 years old), none of the buildings on-site appear to require further analysis for historical significance. Appropriate mitigation measures will be identified and implemented, in the event cultural resources, including subsurface resources, are encountered during project construction.

5. *Geology and Soils*

The existing geologic and soil conditions in the Specific Plan area will be described in the EIR based on available information. The EIR will describe the impacts to persons or property likely to result from implementation of the proposed Specific Plan and the existing geologic (including seismic) conditions in the area. Mitigation measures for significant impacts will be identified, as appropriate.

6. *Greenhouse Gas Emissions/Energy*

The EIR will evaluate the project's greenhouse gas (GHG) emissions, in conformance with the methodology of the Bay Area Air Quality Management District and the Climate Action Plan of the City of Santa Clara. The project GHG emissions will also be analyzed relative to Senate Bill 32 standards. Project design measures to reduce energy use and GHG emissions will be discussed. Mitigation measures will be identified for significant impacts, as warranted.

The EIR will also discuss the amount of energy (i.e., electricity, natural gas, and gasoline use) the project would consume. The EIR will describe any measures included in the Specific Plan to conserve energy, such as policies requiring the use of photovoltaic panels and green roofs. The EIR will evaluate the project's conformance with the California Green Building Code and the Santa Clara Climate Action Plan. Mitigation measures for significant energy impacts will be identified, as appropriate.

7. *Hazards and Hazardous Materials*

The EIR will evaluate the potential for hazardous materials contamination within and near the Plan area. To the north of the project site, the current Santa Clara Golf Club is a former City landfill site. Based on this and other available public information, the EIR will evaluate the sites' hydrogeology, including depth to groundwater and flow direction. The EIR will identify past or present activities that may have, or could, cause significant contamination. Mitigation measures for significant impacts will be identified, as appropriate.

8. *Hydrology and Water Quality*

The EIR will evaluate hydrology and water quality impacts at the site. The currently effective (February 19, 2014) Digital Flood Insurance Rate Map (DFIRM) for Santa Clara County shows the Tasman East Specific Plan area to be subject to shallow 100-year flooding. This Special Flood Hazard Area designation was made as part of the Lower Guadalupe River Flood Protection Project completed by the U.S. Army Corps of Engineers and Santa Clara Valley Water District. The EIR will identify the maximum increase in flood elevation resulting from buildout of the Specific Plan to determine flooding impacts.

The EIR will also discuss water quality impacts of redevelopment activities within the Specific Plan area. The information will include existing and future (with project) areas of pervious and impervious surfaces and proposed stormwater control measures consistent with Low Impact Development requirements of the Regional Water Quality Control Board Municipal Regional Stormwater Permit. The EIR will discuss the preliminary stormwater management plan for the Specific Plan area. Mitigation measures for significant impacts will be identified, as appropriate.

9. *Land Use*

The site is not within, but is adjacent to the Bayshore North Project Enhancement Authority area (former Bayshore North Redevelopment Plan area). The EIR will describe the existing land uses within, and in the vicinity of, the proposed Specific Plan area, and will discuss the project's conformance with relevant land use plans, policies, and regulations, including the General Plan and Comprehensive Land Use Plan (CLUP) for the environs of San Jose Mineta International Airport. The EIR will discuss the project's consistency with the CLUP policies regarding noise compatibility, safety compatibility, and airspace protection.

The EIR will describe the anticipated future Specific Plan development's height, mass, scale and setback in relation to the surrounding development and evaluate whether the project would divide an established community. This section of the EIR will also address the project's impact on

agricultural and forestry resources, population and housing, and mineral resources. Mitigation measures for significant impacts will be identified, as appropriate.

10. Noise and Vibration

The EIR will describe the existing noise conditions in the project area and address noise impacts from the project. The existing noise environment will be quantified through a noise monitoring survey which will include both short-term and long-term measurements.

The noise and land use compatibility of sensitive uses proposed as part the Specific Plan will be assessed by adjusting existing noise data based on future traffic noise level projections. The EIR will evaluate the Specific Plan to identify noise conflicts with existing or proposed uses in the vicinity, including Levi's Stadium. The impact assessment will also evaluate the potential noise impacts resulting from the Specific Plan project over a temporary and permanent basis. The EIR will evaluate the potential for any offsite noise impacts associated with the project (for example, construction noise impacts on existing residences or the potential for increased traffic noise levels along the common streets serving the plan area). Noise impacts would be assessed with respect to applicable City policies and appropriate CEQA significance criteria. Vibration produced by future construction activities and adjacent rail sources will be evaluated with respect to applicable guidance. Mitigation measures would be developed to reduce significant noise or vibration impacts resulting from the project.

11. Public Facilities and Services

The existing public facilities serving the proposed Specific Plan area will be discussed in the EIR. The capacity of the service providers to serve the Specific Plan development and the potential need for new facilities needed to meet City of Santa Clara service level goals will be addressed. Mitigation measures will be identified to reduce significant impacts to a less than significant level.

12. Transportation

Based on the City of Santa Clara's requirements, the Transportation Impact Analysis (TIA) will focus on the operations of key intersections and freeway segments in the vicinity of the Specific Plan area. The study will include an analysis of AM and PM peak hour traffic conditions using the City's significance criteria as well as the criteria used by other jurisdictions for that agency's facilities. The project's impact on pedestrian, bicycle, and transit services and the potential for the project to reduce vehicles miles travelled (VMT) will also be discussed in the EIR. Mitigation measures for significant impacts will be identified, as appropriate.

13. Utilities and Service Systems

The EIR will describe the existing sanitary sewer, storm drain, water, and solid waste services in the project area. The EIR will address impacts to these services, specifically as they relate to infrastructure requirements, facilities, and capacity. The EIR will include an analysis of any potential impacts from off-site improvements. The EIR will also include a water supply

assessment per California State Senate Bill 610. Mitigation measures for significant impacts will be identified, as appropriate.

14. Cumulative Impacts

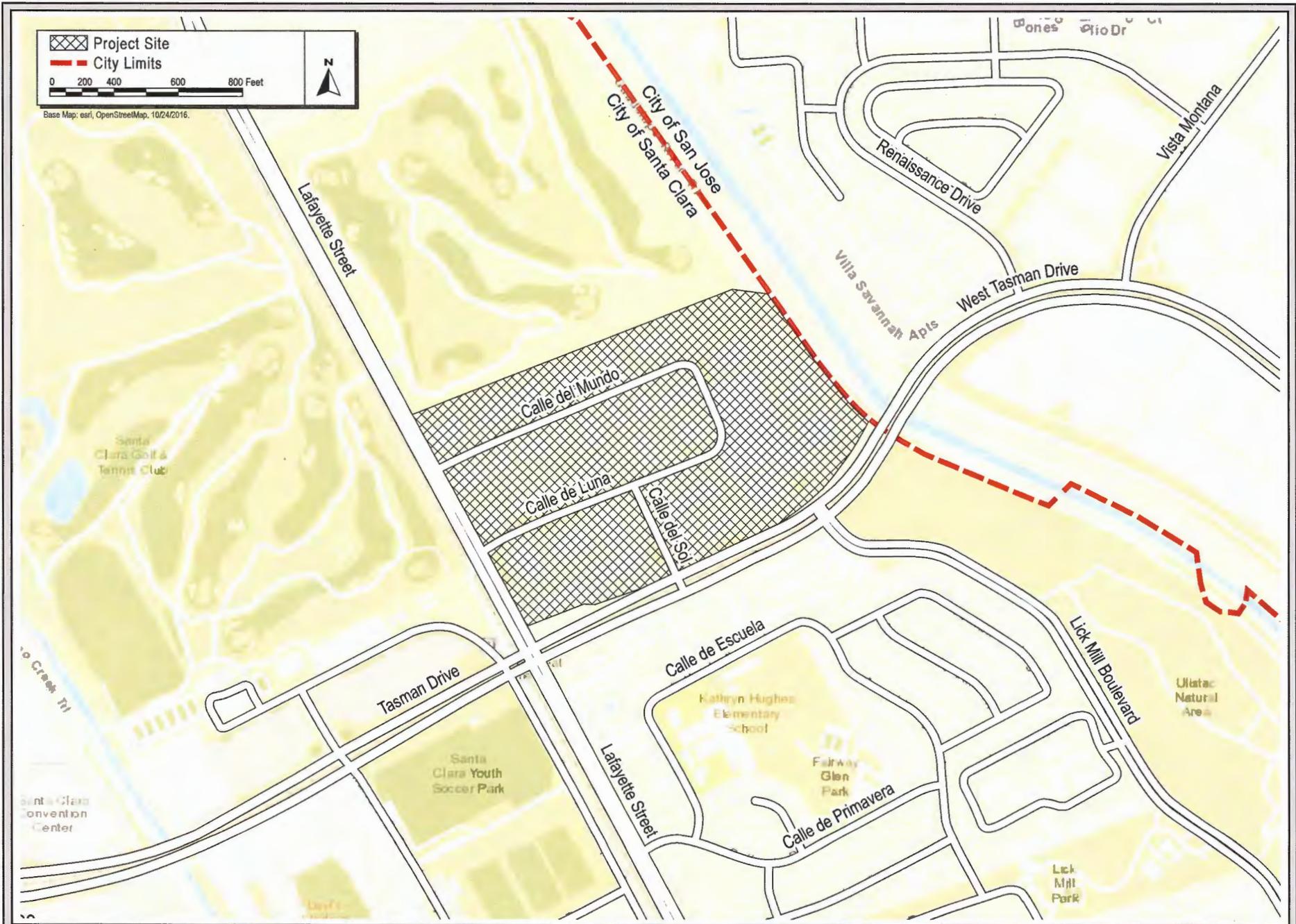
The EIR will include an analysis of cumulative impacts which will address the potentially significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable probable future projects in the area including City Place. Mitigation measures will be identified for significant cumulative impacts, as warranted.

15. Alternatives

The EIR will evaluate alternatives to the project that would reduce significant impacts, while still achieving the primary objectives of the project. The alternatives analysis is anticipated to include a Reduced Density Alternative, and an alternative location using one of the City's General Plan Phase II focus areas for comparison, in addition to the "No Project" alternative required by CEQA.

16. Other Required Sections

The EIR will also include other sections required by CEQA including: Significant and Unavoidable Impacts, Growth Inducing Impacts, and Significant Irreversible Environmental Changes.



VICINITY MAP

FIGURE 2

From: Greene, Cary
To: [John Davidson](#)
Subject: NOP Comments: CEQ2016-01026 (Tasman East Specific Plan)
Date: Tuesday, December 20, 2016 8:46:13 AM

Hello John,

The City of San Jose Airport Department appreciates receiving the 12/9/16 NOP for the proposed Tasman East Specific Plan. The Airport has one comment to offer on the EIR preparation.

Given the proximity of the project site to the San Jose International Airport (SJC), and the project proposal for high-rise building development up to 220 feet in height above ground, the EIR should reference required compliance with federal airspace safety regulations governing height of structures (not just consistency with ALUC plans/policies as stated in the NOP). This discussion, when applicable, is typically included in an EIR's Hazards and Hazardous Materials section or, alternatively, the Land Use section. The following two paragraphs (in *italics*), similar to language used in other CEQA documents for projects near SJC, are provided for consideration.

The project site is located approximately three miles from the Norman Y. Mineta San Jose International Airport. Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (commonly referred to as FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of proposed structures and minimizing other potential hazards to aircraft such as reflective surfaces, flashing lights, and electronic interference. 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 ground.

The FAR Part 77 airspace notification surface over the project site ranges from an estimated 175 feet above ground at the southerly end along Tasman Drive to 185 feet above ground at the northerly end. Notification to the FAA would therefore be required for individual proposed structures that would exceed this airspace surface. Consistent with City General Plan policy and County Airport Land Use Commission (ALUC) policy, FAA issuance of "no hazard" determinations, with any conditions set forth in an FAA no-hazard determination also incorporated into the individual project approval, would ensure that the development will not be a hazard to aircraft operation.

Staff or the CEQA consultant are welcome to contact me for any clarification or questions regarding the above comment. Please include the San Jose Airport Department in the distribution of the Draft EIR document when available for public review.

Thanks,

Cary Greene

Airport Planner, City of San Jose Airport Department

408-392-3623

cgreene@sjc.org

From: James Allison
To: [John Davidson](#)
Cc: [Cerezo, Melissa](#)
Subject: CCJPA Comments on NOP for Tasman East Specific Plan
Date: Wednesday, December 21, 2016 11:50:46 AM

Included below are our NOP comments for the Tasman East Specific Plan.

The Capitol Corridor Joint Power Authority (asks) that the EIR documentation examine pedestrian and bicycle circulation in addition to automobile circulation. Between the proposed site with the planned activities, there is an active freight/passenger rail line that serves Capitol Corridor, Altamont Commuter Express, and Amtrak long distance trains in addition to any freight trains. As well, the VTA light rail station and service cross the freight/passenger rail line over Tasman Drive. The proposed City Place development, Levi's Stadium, and these various transit modes (light rail & heavy passenger rail) will be, in some ways, barriers and attractors to persons travelling between the proposed development and other existing and planned nearby uses. The CCJPA, ACE, and VTA, who each manage their respective transit services see the need to provide safe and convenient pedestrian and bicycle movement to and through our facilities in a way that does not exist today. We are not aware of Santa Clara reaching out to the transit service partners mentioned here to discuss, plan, and fund an effort to allow these services to expand and more safely and conveniently serve the planned land use changes being contemplated in proximity to the core transit facilities. We see the larger need for a re-conceived transit center that operates between this project and the other nearby existing and planned uses simply due to the number of additional residences and businesses entering into the adjacent uses, but also this very project. We ask that as you proceed with the analysis required that consideration of pedestrian and bicyclist safety and access be given to/from the existing and potentially planned transit services so the City can maximize the transit oriented development which is mentioned in the NOP. If we don't plan with the City a convenient and safer access to and from the transit services, the City risks undermining the potential of their developments as well as causing safety and operational problems for all transit services. We believe that better transit connections can help offset any VMT and congestion that may result through the analysis of the Tasman East Specific Plan.

The CCJPA has plans, along with ACE, to expand service frequency to this area, however, doing so will require a greater partnership with the City and adjacent land uses to support the rail footprint that would be required for rail operations but also platform access/egress. We encourage the City to work with all the transit providers to develop a station area that safety supports and lifts the value and attractiveness of the nearby planned uses.

Thank you for the opportunity to make this comment regarding the Tasman East Specific Plan.

Jim Allison
Manager of Planning
Capitol Corridor Joint Powers Authority
300 Lakeside Drive, Oakland, CA 94612
510-464-6994
jjma@capitolcorridor.org

County of Santa Clara

Parks and Recreation Department

298 Garden Hill Drive
Los Gatos, California 95032-7669
(408) 355-2200 FAX 355-2290
Reservations (408) 355-2201

www.parkhere.org



5 January 2017

Mr. John Davidson
Principle Planner, Planning Division
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

Subject: City of Santa Clara proposed Tasman East Specific Plan (CEQ2016-01026, PLN2016-12400)

The County of Santa Clara Parks and Recreation Department (the Department) is in receipt of the Notice of Preparation of an Environmental Impact Report (EIR) for the subject project to redevelop 36 light commercial use parcels into a transit-oriented development to include residences, retail space, and open space. Potential impacts related to the *Countywide Trails Master Plan Update (1995)* relative to countywide trail routes, public access and regional parks are the primary focus of the Department's comments.

The EIR should include a discussion related to the County of Santa Clara *Countywide Trails Master Plan Update (1995)*, an element of the Parks and Recreation Section of the County General Plan. As noted in the Project Location section of the NOP, an existing trail route, the Guadalupe Sub-Regional Trail (S3) borders the east boundary of the project site. The EIR should describe the route and evaluate the potential impacts to this trail during construction and after build out of the project. In addition, the EIR should address access to the trail from the development.

The Aesthetic, Air Quality, Hydrology and Water Quality, Land Use Planning, and Noise and Vibration sections should include analyses of dust, airborne and waterborne pollutants, construction noise and other potential impacts to the Guadalupe Sub-Regional Trail. In addition, an analysis of the potential cumulative impacts resulting from increased trail use should be included.

The Department appreciates the opportunity to provide comments on the NOP of the Environmental Impact Report for the Tasman East Specific Plan. If you should have any questions or concerns, please contact me at 408.355.2228 or by email Cherise.Orange@prk.sccgov.org.

Sincerely,

Cherise Orange
Associate Planner

Board of Supervisors: Mike Wasserman, Dave Cortese, Ken Yeager, S. Joseph Simitian, Cindy Chavez

County Executive: Jeffrey V. Smith





**Pacific Gas and
Electric Company**

John Spigott
Land Agent

408.282.7160 (Office)
JH1M@pge.com

Land Management

111 Almaden Boulevard
Room 814
San Jose, CA 95113

January 10, 2017

City of Santa Clara, Planning Division
John Davidson, Principal Planner
1500 Warburton Avenue
Santa Clara, CA 95050

RE: Notice of Preparation, Tasman East Specific Plan
File Number: CEQ2016-01026, PLN2016-12400

Dear Mr. Davidson:

Thank you for the opportunity to review the Notice of Preparation of an Environmental Impact Report for the proposed Tasman East project. PG&E has the following comments to offer.

PG&E owns and operates gas and electric transmission facilities which are located adjacent to the proposed project. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

Developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because utility facility relocations require long lead times and are not always feasible, developers should be encouraged to consult with PG&E as early in their planning stages as possible.

Relocations of PG&E's electric transmission facilities (50,000 volts and above) could also require formal approval from the California Public Utilities Commission. If required, this approval process could take up to two years to complete. Proponents with development plans which could affect such electric transmission facilities should be referred to PG&E for additional information and assistance in the development of their project schedules.

We would also like to note that continued development consistent with your General Plans will have a cumulative impact on PG&E's gas service systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions needed to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines. Coordination of electric service can be directed towards the Silicon Valley Power Company.

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

PG&E remains committed to working with the city of Santa Clara to provide timely, reliable and cost effective electric service. To coordinate on new gas service and/or relocation of PG&E distribution facilities please coordinate with PG&E Service Planning at 408-494-1700 or by visiting https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.

Please contact me if you have any questions regarding our comments. We would also appreciate being copied on future correspondence regarding this subject as this project develops.

Regards,



John Spigott
Land Agent
408-282-7160
JH1M@pge.com



SANTA
CLARA
UNIFIED
SCHOOL
DISTRICT

1889 Lawrence Road
Santa Clara, CA
95051
408-423-2000

Stanley Rose III, Ed.D.
Superintendent

VIA EMAIL

January 10, 2017

John Davidson
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050
j davidson@santaclaraca.gov

RE: Tasman East Specific Plan; CEQ2016-01026

Dear Mr. Davidson:

The Santa Clara Unified School District (District) appreciates the opportunity to respond to the Notice of Preparation of an Environmental Impact Report (EIR) for the Tasman East Specific Plan (TESP), by the City of Santa Clara. The 45 acres comprising the TESP are currently zoned Light Industrial. The TESP proposes to change the land use designation from Light Industrial to Medium, High and Very High Density Residential and Mixed Use. Changing Industrial land uses to Residential has major implications to the Santa Clara Unified School District and surrounding areas the EIR should study.

The TESP is proposing up to 4,500 residential units. As presented to the Community, the TESP has a Vision of small parks and paseos with mixed use development, very high residential density and a transit orientated community. The City Council has encouraged a mix of residential types within the development: apartments, townhomes, condominiums and single family homes both for sale and rent. The combination of these attributes in new developments will attract families.

The Santa Clara Unified School District is concerned about the 4,500 residential units proposed in the specific plan. The EIR must study the impacts to the student population, at Katherine Hughes Elementary and the cumulative impact of all surrounding developments. The TESP and surrounding residential developments will result in hundreds of additional students who will attend District Schools. The existing schools cannot absorb the students coming from future developments. The TESP is not the only residential development planned for north Santa Clara. With the myriad of proposed developments within the District to be constructed, the District will need a new school site location, funds for a new school site, and funds for the design and construction of new schools and modernization of existing schools. Adding the students generated by over 4,500 residential units to existing campuses is not feasible. The District's Enrollment Projection Consultant's report, which will be submitted to the Board of Education on January 24, 2017, states the need for an additional elementary school north of 101 after the new construction at the Agnews property is completed.

In order for the District to be able to accommodate all students within the District, the District requires a Voluntary Community Benefit Payment from the developers. All state and local jurisdictions affected from the Project will

Board
of Education

...

Jim Canova
Albert Gonzalez
Jodi Muirhead
Andrew Ratermann
Mark Richardson
Michele Ryan Ph.D.
Noelani Sallings

collect 100% or more of the calculated impact of the project, except the SCUSD. School districts are at a disadvantage when collecting funds for capital improvements, since districts are restricted to charging a set amount per square foot of a new development. The Statutory Developer Fee mandated by SB 50 for Residential construction is currently \$3.48 per square foot and the Industrial and Commercial Construction is currently \$0.56 per square foot. These Statutory fees do not adequately cover the land purchase, design, and construction cost incurred by the SCUSD for new or expanded school facilities.

The SCUSD's Residential Development School Fee Justification Study (RS), dated September 1, 2016, calculates the actual school facilities cost impact per residential square foot for detached single family homes to be \$13.20 per square foot and \$18.41 per square foot for multi-family attached houses. This is a deficit of \$9.72 for single family and \$14.93 for multi-family new residential per square foot constructed.

The Commercial/Industrial Development School Fee Justification Study (CID), dated September 1, 2016, calculates the actual net school facilities cost impact of retail new construction to be \$1.50 per square foot. This is a deficit of \$.94 per square foot of retail constructed. The CID calculates the actual net impact of office space is \$2.35 per square foot, which is a deficit of \$1.13 per square foot. Therefore, the Santa Clara Unified School District is requesting developers provide for full mitigation of their impact through a combination of a voluntary community payment and the statutory development fee equal to the calculated impact in the SCUSD CID Study.

If a new elementary school is not located within the TESP boundaries, the students must have a safe route on which to walk to school. Currently the students are slated to attend Katherine Hughes for elementary school. This school is slightly south of Tasman Drive, which is a very high speed roadway. The District requests the EIR to study the opportunities for a safe and secure pathway for students and community members to walk or bike between the TESP and Katherine Hughes Elementary.

Even though the TESP is slated to be transit oriented, the traffic on Tasman Drive, Lafayette Street, and Lick Mill Boulevard will increase greatly. Don Callejon Elementary and Middle School are located on Lick Mill Boulevard south of the proposed development. District busses and parents use all of these roads to transport students to and from school, if they are not close enough to walk. The District requests the EIR traffic study to assess intersections around the schools, including Tasman Drive and Lafayette Street, Lafayette Street and Calle de Primavera, Lick Mill Boulevard and Tasman Drive, and Montague Expressway and Lick Mill Boulevard when school is in session during pick up and drop off.

The combination of constantly increasing construction costs combined with lack of existing capacity in District schools, make it imperative the District continually plan for and collect adequate funding for school construction. The District will not support the Specific Plan or any project within its boundaries without a designated school site within the Tasman East Specific Plan or

SCUSD NOP EIR Letter
TESP – 1/11/2016

nearby and a requirement of all developers to provide full mitigation of their impact through a combination of voluntary community payments and the current statutory development fee. The community benefit payment will allow the District to continue to house the additional students generated by this and other projects Districtwide. The City and District must work together to create the best community for all residents.

Please feel free to contact me with any questions.

Sincerely,



Michal Healy, AIA, LEED AP
Director of Facilities Development and Planning

cc: Stanley Rose; srose@scusd.net
Mark Allgire; mallgire@scusd.net

File: 33448
Guadalupe River

January 11, 2017



Mr. John Davidson
City of Santa Clara
1500 Warburton Avenue
Santa Clara CA 95050

Subject: Notice of Preparation of an Environmental Impact Report for the Tasman East Specific Plan, PLN2016-12400

Dear Mr. Davidson:

The Santa Clara Valley Water District (District) has reviewed the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Tasman East Specific Plan, PLN2016-12400, dated December 9, 2016 and received by the District on December 9, 2016.

The District owns property along the easterly side of the site over the Guadalupe River. The District is a Responsible Agency under CEQA if any work is proposed on the District's property and any such work will require issuance of a District permit as per the District's Water Resources Protection Ordinance.

Based on our review of the NOP we have the following comments:

1. The project description notes that the project will include connections to the Guadalupe River Trail which is located on District property along the top of levee maintenance road and operated by the City of Santa Clara under a Joint Use Agreement with the District. Any new connection point to the trail need to be open to the public at large and may require modification of the existing Joint Use Agreement to include the new access.

Connection points that are not located at existing street crossings of the river, can negatively impact the structural integrity of the levee and District levee maintenance operations. Connections to the trail should be coordinated with the adjacent City Place development to minimize the number and access points within this overall reach of the river. The City should have an overall plan for trail access points as the District will not allow access points to be constructed at each development along the river. Additionally, such connections should utilize placement of fill adjacent to the levee as it minimizes the levee height. Also, note the existing trail is unpaved and the District will not allow paving of the existing west side levee trail.

2. Development and landscaping of the area along the levee should consider opportunities such as site layout, fencing, landscaping and education to discourage the public from creating pioneer trails up the levee slope to access the existing trail. Pioneer trails are

problematic as they negatively impact the levee integrity, levee maintenance, drainage, and create liability issues.

3. As noted in previous communications to the City, the project should consider the potential for regulatory requirements to change from 100 year to 200 year flood protection and climate change in the future. The 200 year requirement has been imposed in other parts of the Country and State so the possibly of such a change exists. Generally, levee raising is preferable to floodwalls but it requires a larger footprint.
4. The levee for the Guadalupe River is located along the east side of the site. To protect the levee and allow for adequate room for emergency access in the event that the levee is compromised, buildings should be adequately setback from the levee and landscaping should allow for a 15-foot tree free zone from the levee toe to meet Army Corps of Engineers levee guidelines.
5. The District records indicate that there are 14 active wells within the project site and possibly one abandoned well. If currently active wells will continue to be used following development of the site, they must be protected so that they do not become lost or damaged during construction. If the wells will not be used following development of the site, they must be properly destroyed under permit from the District. The abandoned well if found during construction must be properly destroyed under from the District or registered with the District and protected from damage. It should be noted that while the District has records for most wells located in the County, it is always possible that a well exists that is not in the District's records. All wells found at the site, must be destroyed or registered with the District as noted above. For questions about the wells, please contact the District Wells and Water Measurement Unit at (408) 630-2660.
6. Re-development of the site provides opportunities to minimize potable water usage and water use in general through the use of recycled water, incorporation of on-site re-use for both storm and gray water; and requiring water conservation measures above State standards as well as the City's efficient landscape ordinance measures.
7. If native plants are proposed for use at the site, their use should be in conformance with the Guidelines and Standards for Land Use Near Streams to protect the existing locally native plants along the river and the District's mitigation areas. Generally, this requires natives proposed that are found naturally in this area of the Guadalupe River to be grown from locally collected propagules.

Please forward a copy of the Draft EIR when available for public review. Please reference District File No. 33448 on further correspondence regarding this project.

If you have any questions or need further information, you can reach me at (408) 630-2322.

Sincerely,



Colleen Haggerty, P.E.
Associate Civil Engineer
Community Projects Review Unit

cc: C. Haggerty, R. Kaur, T. Hemmeter, File



January 11, 2017

City of Santa Clara, Planning Division
1500 Warburton Ave
Santa Clara, CA 95050
Via email: JDavidson@santaclaraca.gov

Re: Tasman East Specific Plan; File CEQ2016-01 026, PLN2016-12400

Dear Mr. Davidson:

Thank you for the opportunity to comment on the Tasman East Specific Plan Notice of Preparation (NOP). We support the land use intensification strategically located adjacent to our Great America Station. We appreciated being invited to participate in the Tasman East Technical Advisory Committee and we hope to have the opportunity to continue as partners during your planning process. Please consider the following points in the Tasman East Specific Plan Draft Environmental Impact Statement (DEIR).

1. Please note that today, roughly 10,000 trips begin or end at Santa Clara-Great America Station each weekday, boarding and alighting from ACE and Capitol Corridor trains. Many of our riders transfer to train-adjacent commuter shuttles at Great America Station, or walk roughly 0.5 mile to VTA's Lick Mill Station off Tasman Drive. Some riders walk or bike to nearby destinations from the station. (*Transportation*)
2. In just ten years, well before the City Place and Tasman East projects are likely to be fully built out the number of trips beginning or ending at Santa Clara-Great America Station each weekday is expected to grow to roughly 50,000 trips. ACE plans to serve Santa Clara-Great America station with six (6) peak-period, peak-direction trips within several years (roughly 30-40 minutes between trains), growing to ten (10) trips within the next decade (roughly 15-25 minutes between trains). Our service will connect jobs-rich north Santa Clara County to affordable communities in San Joaquin, Stanislaus, and Merced counties. (*Cumulative Impacts*)
3. Please note that ACE has plans to double-track the existing single-track alignment between Santa Clara County and Niles Junction, which would mean two sets of railroad tracks at Great America Station. As discussed previously with City staff, this will shift the Great America Station platform north, and thus would make a second staircase to the north side of the Tasman overcrossing the best connection between this station and the VTA Lick Mill Light Rail station. (*Cumulative Impacts*)
4. Page 2 of the Notice of Preparation document for the Tasman East project states that "Other intersection and roadway segments are to receive *improvements* [emphasis added] based upon the City Place EIR traffic analysis." ACE recommends replacing the term "improvements" with more neutral language, such as "changes," since an



improvement that enhances the level of service for vehicles will often degrade comfort, convenience, and safety for other users of the street, such as pedestrians, bicyclists, transit riders, and shared mobility users. For example, widening local access streets like Calle del Sol and Calle de Luna to accommodate cut-through traffic from Tasman Drive will increase pedestrian exposure to noise, traffic, pollution, and high-speed vehicle traffic along a corridor many ACE riders must walk through to access the VTA light rail system at Lick Mill Station. (*Air Quality, Noise & Vibration, Public Facilities & Services, Transportation*)

5. Please note that ACE, in partnership with VTA, operates an extensive network of commuter shuttles out of Santa Clara Great America Station, directly adjacent to the project site. These shuttles fan out across jobs-rich north Santa Clara County. Rather than reinvent the wheel, please consider building on and enhancing this existing commuter shuttle program to help reduce VMT generated by the Tasman East project. Furthermore, construction will certainly affect ACE and private shuttle operations and we ask that the City consider construction effects on transit. (*Air Quality, Public Facilities & Services, Transportation*)
6. Please consider that ACE and Capitol corridor can serve as an important complement to existing VTA light rail and bus service for local commuters. During the morning and afternoon commute period, Tasman East residents commuting to and from downtown Santa Clara or downtown San Jose can utilize ACE and Capitol Corridor trains as an “express” alternative (20 minutes to Diridon) to VTA light rail (44 minutes to Diridon). For this to work seamlessly, please consider exploring options for physically and fiscally integrating ACE, CC, and VTA service through, for example, (1) an integrated multimodal station that consolidates Great America Station with VTA’s Lick Mill Station, and (2) an expanded transit pass system that integrates VTA with ACE/CC within Santa Clara County. For example, San Francisco Muni currently offers an expanded transit pass option for riders who use Muni and BART within city limits. (*Air Quality, Public Facilities & Services, Transportation*)
7. Both the City of San Jose (Vision San Jose plans to bring 83,000 new jobs to the formerly industrial north San Jose area) and the City of Santa Clara (City Place, General Plan goals to redevelop formerly industrial northern Santa Clara) envision North County becoming a new jobs-rich center that will draw workers from across the region, and in particular from the east (eastern Alameda county, San Joaquin County, and the Central Valley)--communities which ACE currently serves. The logical regional hub for North County is not Diridon (5-6 miles away; 45 minutes on transit). Nor is it a future BART station (4 miles away to future Milpitas Station, across I-880, relatively circuitous route from tri-valley to Santa Clara). A logical regional hub is Santa Clara-Great America, which serves Capitol Corridor, ACE, VTA, and offers a faster, more direct access to Santa Clara from the east, thanks to ACE’s Niles Canyon alignment. ACE encourages the City of Santa Clara to envision ACE as a “Caltrain of the East”, serving a regional transit hub for north county centered at Great America Station. (*Land Use, Public Facilities & Services, Transportation, Cumulative Impacts*)



SAN JOAQUIN
REGIONAL
RAIL COMMISSION

Commissioner, **Bob Johnson**, Chair, City of Lodi
Commissioner, **Debbie Moorhead**, City of Manteca
Commissioner, **Christina Fugazi**, City of Stockton

Commissioner, **Steve Dresser**, City of Lathrop
Commissioner, **Scott Haggerty**, Alameda County
Commissioner, **John Marchand**, Mayor of Livermore

Executive Director, **Stacey Mortensen**

If you or any member of your staff would like to discuss any of these items further, please contact Corinne Winter, ACE outreach lead in Santa Clara County, at corinne@winter.associates.

Sincerely,

A handwritten signature in cursive script that reads "Stacey Mortensen".

Stacey Mortensen, Executive Director



January 11, 2017

John Davidson, Principal Planner
City of Santa Clara
Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050

Re: Comments on Notice of Preparation of a Draft Environmental Impact Report
for the Tasman East Specific Plan

Dear Mr. Davidson:

Thank you for the opportunity to review the Notice of Preparation (NOP) for the proposed Tasman East Specific Plan in Santa Clara. This letter includes all City of Sunnyvale comments to the project NOP.

The following comments cover issues the City of Sunnyvale would like to be discussed in the DEIR:

A. General Questions and Comments:

1. Please provide a discussion of how the proposed project works with the 49er stadium parking and traffic circulation plan, especially during construction of the proposed project.
2. If applicable, provide the current Levi Stadium parking plan (as part of the Transportation Management and Operations Plan- TMOP) and envisioned TMOP parking plan at initial and complete project build-out as it appears some of the stadium parking may be currently accommodated on this site.
3. Provide contextual aesthetic and visual information on how the proposed 220 foot buildings fit into the surrounding area, including potential visibility in Sunnyvale.

4. We would like to request that the City of Santa Clara provide outreach to Sunnyvale residents, and that the notice area be expanded if the traffic information shows impacts to the nearby Sunnyvale neighborhoods.

B. Traffic and Transportation Input for the Notice of Preparation:

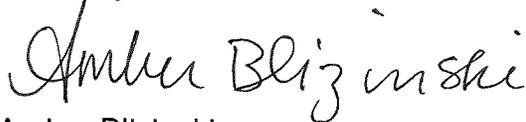
If you have questions on the following traffic related items, please contact Carol Shariat, Dept. of Public Works, cshariat@sunnyvale.ca.gov or (408) 730-2713.

1. The City of Sunnyvale uses criteria found within the VTA *Transportation Impact Analysis (TIA) Guidelines* as a basis for determining study intersections. It is likely that project trips would travel to and from the west through intersections located within the City of Sunnyvale. Accordingly, municipal and CMP intersections with ten or more project trips per lane added to any intersection movement should be analyzed. The intersections of Tasman / Lawrence, Tasman/Fair Oaks, Lawrence/ SR 237 Ramps, Fair Oaks / SR 237 Ramps, Lawrence/US 101 Ramps, and Fair Oaks/US 101 Ramps should be considered for inclusion within the traffic analysis. Traffic conditions at the study intersections are typically conducted for the AM and PM peak hours under existing and future analysis scenarios.
2. Corridor analysis should be considered for Tasman Drive, Lawrence Expressway and Fair Oaks Avenue.
3. The project site is located near the City of Sunnyvale's eastern border. Relevant approved projects within Sunnyvale and other neighboring jurisdictions need to be included in the study estimates of the Background traffic volumes. This is consistent with the VTA TIA Guidelines. Please contact the City of Sunnyvale to get a list of approved projects to include in the study.
4. Similarly, pending projects within Sunnyvale and other neighboring municipalities and/or the application of an annual growth rate need to be incorporated in the Cumulative traffic volume estimates in order to reflect the growth in both the local and regional traffic. Please contact the City of Sunnyvale to get a list of pending projects to include in the study.
5. Since this project is northeast of the Levi's Stadium, a game day scenario should be included in the analysis. This should include an alternative route analysis of the surrounding transportation network during road closures for stadium events.
6. The project's parking analysis should ensure avoiding any potential parking diversion into the nearby Sunnyvale residential neighborhoods including south of Tasman Drive. This should include an analysis of overflow parking demand during stadium events and parking for transit access.
7. Evaluation of the alternative modes of transportation should be included in this project's traffic analysis. The VTA CMP Guidelines indicate that traffic

analysis must include transit facilities in terms of transit service availability, transit capacity relative to the increased demand, impact of increased traffic delays on the service, and the need for transit access improvements. According to the CMP Guidelines, the traffic analysis must also evaluate bicycle and pedestrian facilities in terms of their availability, project effects on future bike/pedestrian plans, and improvements proposed by the project. Maps and information on existing and planned bicycle facilities within Sunnyvale can be supplied upon request.

The City of Sunnyvale appreciates your consideration of the requested study scope elements described above. Please contact me at (408) 730-2723 (ablizinski@sunnyvale.ca.gov) if you have any questions or concerns about items discussed in this letter.

Sincerely,

A handwritten signature in black ink that reads "Amber Blizinski". The signature is written in a cursive, flowing style.

Amber Blizinski
Principal Planner, Community Development Department

cc: Trudi Ryan, CDD Director
Andrew Miner, Planning Officer
Manuel Pineda, Director of Public Works
Shahid Abbas, Transportation/Traffic Manager
Carol Shariat, Principal Transportation Engineer/Planner



January 11, 2017

City of Santa Clara
Department of Planning
1500 Warburton Avenue
Santa Clara, CA 95050

Attention: John Davidson

Subject: City File No. PLN2016-12400 / Tasman East Specific Plan

Dear Mr. Davidson:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Initial Study for the Tasman East Specific Plan. We have the following comments.

Project Location and Land Use/Transportation Integration

VTA supports the proposed land use intensification in the plan area, located on the regional transportation network adjacent to the VTA Lick Mill Light Rail Transit (LRT) Station and Santa Clara Great America train station served by Altamont Corridor Express (ACE) and Capitol Corridor services. Additionally, this LRT segment along Tasman Drive will benefit from increased service frequency and a new connection to the Milpitas BART station, opening in fall 2017.

VTA commends the City for proposing high-density residential with retail use in the plan area, strengthened by minimum densities of 60 and 100 dwelling units per acre, depending on site size. Such measures significantly support transit ridership. Additionally, the high-density residential land use complements the area's current and future regional office, retail and entertainment uses, such as Levi's Stadium and City Place. VTA supports a mix of land uses that encourage a live-work-play activity center for Santa Clara that offers additional opportunities for residents and employees to reduce vehicle trips, and greenhouse gas emissions.

VTA supports policies and plans that target growth around the established cores, transportation corridors, and station areas in the County, as described in VTA's *Community Design & Transportation* (CDT) Program and CDT Manual. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and has been endorsed by all 15 Santa Clara County cities and the County.

VTA recommends that the City to work with the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), to designate the plan area as a Priority Development Area (PDA). This would assist in leveraging grant funding opportunities for sustainable transportation solutions.

Tasman Corridor Complete Streets Study

VTA is currently leading a planning and conceptual design study for improvements along Tasman Drive and Great Mall Parkway through four cities that support pedestrian, bicycle and transit modes while still serving the needs of motorists. The Complete Streets planning study began in December 2016, with target completion in late 2018. Staff from cities of San Jose, Sunnyvale, Santa Clara and Milpitas will be closely involved to advance shared goals for multimodal transportation and sustainability. VTA and City of Santa Clara staff will continue to coordinate efforts to advance the Complete Streets study; however, VTA recommends that the Tasman East Specific Plan framework and Draft Environmental Impact Report (DEIR) include appropriate flexibility to ensure that recommendations resulting from the Complete Streets study can be accommodated. VTA staff looks forward to continuing to share information and work closely with City of Santa Clara staff on these two related planning efforts.

Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more net new peak-hour trips. Based on the information provided on the size of this project, a TIA may be required. The updated 2014 VTA *TIA Guidelines*, which can be found at <http://www.vta.org/cmp/tia-guidelines>, include updated procedures for documenting auto trip reductions, analyzing non-auto modes, and evaluating mitigation measures and improvements to address project impacts and effects on the transportation system. For any questions about the updated *TIA Guidelines*, please contact Robert Swierk of the VTA Planning and Program Development Division at 408-321-5949 or Robert.Swierk@vta.org.

Pedestrian and Bicycle Accommodations

VTA recommends that the DEIR/TIA include an analysis of Pedestrian and Bicycle Accommodations, including access and connectivity within and near the plan area. Such analysis should consider the completeness and quality of the pedestrian and bicycle network on roadways and intersections adjacent to and nearby the project site. See sections 6.4 and 9.3 of the VTA *TIA Guidelines* for further details.

Given the increased pedestrian and bicycle volumes associated with the plan, VTA recommends that the DEIR evaluate the safety of pedestrians and bicyclists travelling across Tasman Drive. VTA also recommends that the plan provide exceptional pedestrian and bicycle accommodations, both internally and along arterial roadways to accommodate the volumes of trips expected to, from and within the plan area. VTA supports the City's draft concepts for the Tasman East Specific Plan, which include a finer-grained pedestrian and bicycle network of bike lanes, wide sidewalks, and paseos within the plan boundaries. VTA notes that the City's draft concepts place buffer strips between pedestrians and automobiles with consistent street trees. Resources on quality of service, such as the Highway Capacity Manual 2010 Pedestrian methodologies, indicate that such accommodations improve perceptions of comfort and safety on a roadway.

VTA recommends that the plan area provide abundant conveniently located bicycle parking. Bicycle parking facilities can include bicycle lockers or secure indoor parking for all-day storage and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from <http://www.vta.org/bikeprogram>.

Potential Congestion Impacts on Transit Travel Times

The DEIR/TIA should include an analysis of potential impacts that increased motor vehicle traffic and congestion associated with the specific plan build-out may have on transit travel times, particularly increased travel times for light rail and buses. VTA emphasizes that the plan's objective to create a "transit-oriented neighborhood" should serve to enhance, and not diminish, the speed and efficiency of nearby transit services. While VTA is supportive of increasing development densities along this corridor, increased congestion could degrade the schedule reliability of transit and increase travel times, making transit a less attractive option for travelers in the corridor. If increased transit delay is found, appropriate off-setting measures, such as strengthened Transit Signal Priority for light rail, should be identified in the DEIR/TIA.

Future Changes to the ACE/Capitol Corridor Great America Station

VTA notes that ACE/Capitol Corridor have near-term plans to expand service frequency to the area, which will likely result in station/platform reconfiguration and passenger/pedestrian/bicycle access changes. Additionally, as part of VTA's engagement in the City's Tasman East Specific Plan Technical Advisory Committee, VTA discussed its support for a future integrated, intermodal Great America Station that brings together ACE, Capitol Corridor, VTA light rail, buses, and public/private shuttles. Such a long-range improvement would enhance regional and local access to the burgeoning Tasman Drive area, and create a convenient, accessible, and seamless transit connection between all transit modes and the neighboring development. VTA notes that the City is planning to prepare a Multimodal Improvement Plan in connection with the City Place project, which may include the funding of station area master plan for an ACE/Capitol Corridor/VTA Great America Station. VTA recommends that the Transportation analysis in the DEIR/TIA reflect such near- and long-term plans, and their effects on access, connectivity, and safety of all users.

CMP Facilities

Based on the size and location of the project, there may be impacts to one or more Congestion Management Program (CMP) facilities, including freeway segments and CMP intersections. If the transportation analysis in the DEIR indicates that there will be significant impacts according to CMP standards, VTA suggests early coordination with the appropriate agencies to identify potential mitigation measures and opportunities for voluntary contributions to regional transportation improvements in or near the impacted facility in the latest Valley Transportation Plan (e.g. SR 237 Express Lanes Phase II, and US 101 Express Lanes) or pedestrian/bicycle/transit improvements that come from the Tasman Corridor Complete Streets Study. Other potential improvements include a grade-separated pedestrian-bicycle facility across Tasman Drive.

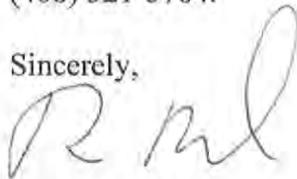
Transportation Demand Management/Trip Reduction

Given the size of the project and limited roadway access to and from the project area, the project should include a robust Transportation Demand Management (TDM) Program to reduce auto trips, vehicle miles traveled and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the site and reduce transportation impacts associated with the project. VTA recommends that the City consider the following TDM/Trip Reduction strategies:

- Project design to encourage walking, bicycling, and convenient transit access;
- Parking cash out/parking pricing;
- Adoption of an aggressive trip reduction target with a Lead Agency monitoring and enforcement program;
- Transit fare incentives such as such as free or discounted transit passes on a continuing basis;
- Public-private partnerships or employer contributions to provide improved transit or shuttle service in the project area.
- Bicycle lockers and bicycle racks
- Showers and clothes lockers for bicycle commuters
- Parking for car-sharing vehicles

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,



Roy Molseed
Senior Environmental Planner

cc: Patricia Maurice, Caltrans
Brian Ashurst, Caltrans



Loma Prieta Chapter serving San Mateo, Santa Clara & San Benito Counties

January 17, 2017

John Davidson, Principal Planner,
City of Santa Clara
1500 Warburton Avenue, Santa Clara 95050

Re Tasman East Specific Plan - EIR Scoping Comments

Dear Mr Davidson,

We thank the City of Santa Clara for providing the Sierra Club Loma Prieta the opportunity to comment on the preparation of the environmental impact report for Tasman East Specific Plan. We believe that the proposed residential mixed use development will help to improve the pressing issue of jobs-housing imbalance prevailing in the city and the Bay area.

The notice of preparation covers various environmental and social issues impacted by the proposed development, but we believe a few more areas need to be analyzed in the environmental impact report.

A. Proposed Alternative for Reduced Impacts

Reduced density at the site is not the appropriate alternative to study, for reduced impacts, since the reason for revising the General Plan with the Specific Plan is to provide a higher density at this location. We believe the addition of supportive infrastructure is the appropriate Alternative to analyze for reduced impact. This is particularly appropriate given that it is adjacent to the large City Place development, Levi's stadium and the Convention Center.

Therefore, rather than looking at the impacts of decreasing development, the most effective strategy for decreasing the environmental impact is to examine what changes could be made in the infrastructure to achieve lower traffic environmental impacts.

Proposed Alternative One:

1. With an approach of "Mobility as a Service" , also known as MaaS¹, to reduce the traffic impacts at this project, consider the addition of a new multi-modal station at the NW of the

¹ [Mobility-as-a-Service \(MaaS\)](#), describes a shift away from personally owned modes of transportation and towards mobility solutions that are consumed as a service or utility. This shift is also fueled by a myriad of innovative new mobility service providers such as [ride-sharing](#) and [e-hailing](#) services, [bike-sharing](#) programs, and [car-sharing](#) services as well as on-demand "pop-up" bus services. On the other hand, the trend is motivated by the anticipation of [self-driving cars](#), which put in question the economic benefit of owning a personal car over using on-demand car services.

intersection of Tasman and Lafayette, that would serve Tasman East, City Place and Levi's Stadium and would provide:

- More frequent and regular heavy and light rail service.
 - Local bus service with several lines, discussed during City Place Study Sessions
 - Regular and frequent shuttle service to Downtown Santa Clara station and Diridon station, BART, Caltrain and future hi-speed rail
 - Car share, bike share, bike valet parking and repair and autonomous (self-driving) vehicles² parking
 - Easy and attractive pedestrian and bike access connecting across Lafayette street to Tasman East and access across Tasman to Levi's stadium
2. In addition, analyze and include the reduced environmental impacts of ALL unbundled, paid parking in every building at Tasman East.
 3. Assume every building to be Zero-Net Energy³, as will be required by CA code in 2020.
 4. Assume improvements to the bicycle trail system for connected and safe access improving the percentage of people able to use bicycles safely for trips

B. EIR Sections

Additional issues that we would request be included in the following sections of the EIR include:

1. **Aesthetics:** Bird-friendly design⁴ requires careful use of glass surfaces and building volume design to minimize bird strikes.

Attractive design, with articulated volumes and facades, and high quality detailing and materials, make higher density buildings more appealing to the public. These features should be included as mitigation for desired higher density.

2. Air Quality:

In order to meet the BAAQMD's requirements for air quality, we would prefer that the EIR not be satisfied with suggesting that reduced air quality is a significant and unmitigatable impact. We expect that robust mitigation strategies will be included in mitigation strategies to promote improved access to mobility to reduce auto use.

- Include a robust transportation demand management plan that will provide various travel options to the future residents of the proposed site.
- We also recommend a Transportation Management Association (TMA- hopefully in association with City Place), as a mitigation strategy, for the study area. It will not

² The DMV released its updated draft of its "autonomous vehicles deployment regulations" in September 2016 and [final rules are expected shortly](#) to provide a clear path for driverless testing in the coming months. Senator Jerry Hill announced Senate Bill 145 to eliminate a 180-day waiting period in order to get autonomous vehicles on the road in 2017.

³ [Zero-Net Energy](#): California's revisions to Title 24 put in place ambitious performance goals: all residential buildings must be Zero Net Energy (ZNE) by 2020, and all commercial buildings must follow suit by 2030.

⁴ [Bird-friendly design guidelines](#): Reduce glass reflectivity, light pollution, etc <http://sf-planning.org/standards-bird-safe-buildings> and <http://sanjoseca.gov/DocumentCenter/View/35>

only analyze the travel patterns, but also pool resources to facilitate appropriate travel options that connect various destinations in the vicinity.

3. Biological Resources:

Increased intensity of development along the Guadalupe River will tend to have a negative effect of the riparian corridor as well as the adjacent Ulistac Natural Area. We look to the EIR to consider strategies to mitigate these negative effects

Along the river edge, mitigations should include a 200' setback within which the natural edge of the river be restored to healthy habitat.

Factors such as height of the buildings adjacent to the river, glazing of the buildings, and lighting along the river edge and the buildings' interior and exterior lighting can have significant negative impact on the birds, insects and wildlife along the river and need to be addressed in the environmental impact report. We recommend adding a Habitat Overlay Zone⁵ of 200' that protects the wildlife along the river and bird-friendly design guidelines for the project.

We recommend including a resilient landscape framework⁶, as mitigation, that minimizes impacts and revitalizes the ecology impacted due to development of the proposed project. The plan proposes to require open spaces of varying sizes. We recommend connecting the spaces by green corridors to create a connected ecology within the proposed site as mitigation for increased density's negative impact that replaces the existing low rise development.

Section 4. Cultural Resources: The notice of preparation suggests the environmental impact report will discuss impacts to the cultural, archaeological, and historical impacts of the development. Currently the area is a relatively quiet, semi industrial zone with no activity at night.

- The natural environment does not benefit from activity 24/7. We recommend analyzing the quality of place created by the proposed project that enhances the street activity and makes the streets and outdoor spaces a social place and we look to the EIR to include mitigations that keep the river edge, and the zone close to the river, quiet and dark during the night.

Section 6. GHG and Energy and Section 12. Transportation

Traffic impacts and transportation are key elements in this EIR (as well as in the adjacent proposed City Place development). To reduce automobile usage and the associated GHG and air quality

- Along with the analysis of impact of vehicular traffic generated by the proposed project on key intersections and freeways, it is essential that traffic mitigation measures should

⁵ See [Section 5 Habitat and Biological resources](#), City of Mountain View, North Bayshore Precise Plan includes Habitat Overlay Zones along habitat corridors and edges.
<http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=20935>

⁶ "[Landscape resilience Framework](#)" by San Francisco Estuary Institute
http://www.sfei.org/sites/default/files/biblio_files/SFEI_2015_Landscape%20Resilience%20Framework.pdf

be devised. These measures will work to reduce auto trips and encourage alternative transportation and mobility⁷ travel patterns.

- To reduce auto-oriented development, mitigations should include reducing the parking ratios in the development, implement paid parking for the residents, and provide car-pooling and car-sharing options for the residents, include bicycle facilities.
- Along with minimum, maximum parking ratios should be required mitigation.
- Provision for electric vehicle chargers should be made mandatory in the development of the proposed project.
- A very critical element is a pedestrian priority environment and the EIR should comment on the "walkability" of the proposed project. Making walking the easiest mode of transport for errands is an important goal.

Section 8: Hydrology and Water Quality

Water quality will be effected by both construction period and later, by the higher percentage of impervious surface and water conservation.

In order to prevent any deterioration in water quality in the river and in ground water:

- Include Low Impact Development (LID)⁸ strategies, as mitigation strategies, to protect water quality, reduce run-off and save storm and waste water at the source.
- The setback at the River edge should be required to be fenced and protected during construction to ensure that dust, dirt and debris during construction does not pollute the water. Dust control shall used during construction.

Section 10: Noise

Currently the area is relatively quiet with the adjacency of the golf course. In addition, traffic noise would be amplified in high density development with the noise contained between the hard surfaces of buildings.

- As mitigation we believe that noise reduction asphalt⁹ roadways, increasingly popular in the Bay Area, will reduce the newly introduced traffic noise significantly, making high density development less stressful due to the increase in noise levels.

⁷ Including [Safe Routes to School](http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm) for nearby elementary school across Tasman.
www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

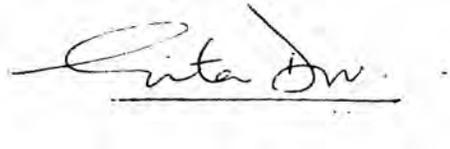
⁸ [Low Impact Development \(LID\)](http://www.lowimpactdevelopment.org/links.htm) – Low Impact Development is a sustainable practice that benefits water supply, increases infiltration and storage of storm water and contributes to water quality protection.
<http://www.lowimpactdevelopment.org/links.htm>

⁹ [Report on Status of Rubberized Asphalt Traffic Noise Reduction](#): The conclusions of the 6-year study, in Sacramento, California, indicate that the use of rubberized asphalt on Alta Arden Expressway resulted in a 60% reduction in traffic noise energy, and a clearly perceptible decrease in traffic noise. This traffic noise attenuation from rubberized paving is similar to the results documented in several non-related studies conducted in recent years at other locations, both nationally and internationally.

In Summary: We hope these comments will be helpful in analyzing the impacts created by the proposed project as well as devise the mitigation measures needed to create a Specific Plan for a sustainable development at East Tasman.

We strongly believe that the only useful Alternative to be analyzed for reduced impacts is requiring implementation of infrastructure to support **increased Mobility options**.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Gita Dev", is written over a horizontal line. The signature is fluid and cursive.

Gita Dev, Co-Chair, Sustainable Land Use Committee
Sierra Club Loma Prieta

cc Santa Clara Planning Commission
Melissa Cerezo, Valley Transportation Authority
Corinne M. Winter, Winter Consulting Group
Gladwyn D'Souza, Transportation Committee, Sierra Club Loma Prieta
James Eggers, Exec. Director, Sierra Club Loma Prieta
Mike Ferreira, Chair, Conservation Committee, Sierra Club Loma Prieta



City of Santa Clara
Attn: John Davidson, Principal Planner 1500 Warburton Avenue
Santa Clara, CA 95050
Via email to: jdavidson@santaclaraca.gov

Re: Tasman East Specific Plan NOP Comments

Dear Mr. Davidson:

The following are Notice of Preparation comments on the Tasman East Specific Plan by the Santa Clara Valley Audubon Society (SCVAS). SCVAS has a strong interest in how this area develops due to its proximity to both the Guadalupe River and the Ulistac Natural Area.

Glass and Bird Collision

The issue of bird collision with glass structures should be paramount in evaluating the biological resource impacts of the proposed Project. SCVAS is very concerned that the Project proposes to place buildings up to 220-feet high adjacent to the Guadalupe River corridor. The EIR should adhere strictly to *Bird-Friendly Building Design* principles, similar to the mitigation provided for the recently approved City Place project, when setting out mitigations and design guidelines for the site. The EIR should also look at an alternative that would lower building heights and minimize potential for bird strikes.

Burrowing Owls

While the Project site is largely developed, there remain some areas where Burrowing Owls habitat exists on the site. We know that owls have historically inhabited the adjacent golf course, and owls remain in nearby areas. A qualified biologist should thoroughly investigate the property prior to any site disturbance. In addition, mitigation fees should be required to be paid to the Habitat Agency at the rate that would be required by the Habitat Agency for properties across the Guadalupe in San Jose.

Guadalupe River Corridor

SCVAS suggests that the Specific Plan and EIR evaluate leaving a strip of land along the Guadalupe River for riparian restoration. As the Santa Clara General Plan notes regarding the creeks running through the City, “All of these creeks have been modified for flood control purposes. As a result, there is limited native riparian vegetation along these creek corridors, **providing the City an opportunity to restore habitat in these areas.**” (Emphasis added) The redevelopment of this site leads to an opportunity to restore riparian habitat along the river. This would expand upon the native vegetation currently at the Ulistac Natural Area. We recommend that this strip of native riparian vegetation be at least 100 feet wide.

It should be noted that the Notice of Preparation states that a minimum of 4 acres of the site shall be public open space. Rather than a typical park, we believe that a natural area of land with a trail through riparian vegetation would fit this particular site.

Cultural Resources

Cultural resources exist near to the Guadalupe River in the immediate area. Therefore, the EIR should include a rigorous investigation of potential cultural resources on the proposed Project site. There should be a cultural resource expert

Santa Clara Valley Audubon Society is concerned with development projects that could impact birds, especially projects north/east of Highway 101 and projects near parks, open space or riparian corridors. We are concerned with potential impacts of the proposed Mercedes Benz Dealership, a three-story automobile dealership with roof deck parking and detached car wash facility:

Thank you for the opportunity to provide scoping comments,



Shani Kleinhaus

Environmental Advocate

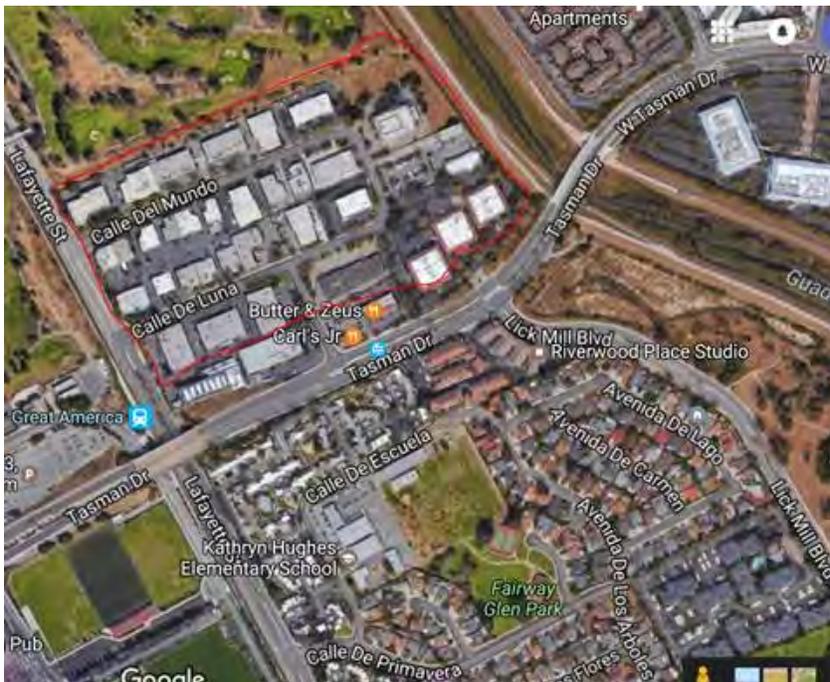
From: Hellstrom, Julie
To: [John Davidson](#)
Subject: FW: Santa Clara Notice
Date: Wednesday, December 14, 2016 4:52:11 PM
Attachments: [image001.jpg](#)
[Santa Clara Notice.pdf](#)

Dear John,

Please let me know if you have given consideration to bicycle traffic across the Guadalupe River near Tasman. The bridge farther south by Mansion Grove is very helpful for bikes and pedestrians. The Tasman bridge is suitable for cars and is narrow, but acceptable for pedestrians, but not bikes. Bikes on the bridge are too close to traffic and there is a lot of traffic. The trail on the east side of the Guadalupe River is heavily used and much appreciated by many non-car users. I believe accounting for bicycles is an important part of reducing the environmental impact.

Regards,

Julie Hellstrom
2125 Corte Primavera
Santa Clara, CA 95054
Julie.hellstrom@stryker.com



From: sudsjain@zoho.com
To: [John Davidson](#); [Gloria Sciara](#); [Andrew Crabtree](#); [Lee Butler](#); [kathy@k3watanabe.com](#)
Subject: Public Comments for Tasman East Scoping Meeting
Date: Thursday, December 22, 2016 2:21:34 PM

Hello All,

Yesterday I attended the Tasman East Scoping meeting.

I have the following public comments for the preparation of the DEIR.

1. I would like to see robust communication with City of San Jose to try to prevent a future lawsuit over traffic impacts of the project. Perhaps some impact fees need to be paid to San Jose.
2. I would like to see a TDM plan that includes a TMA in conjunction with Related City Place -- perhaps a joint shuttle to the Santa Clara Transit Center on Benton. Perhaps a regular employee shuttle between TE and RCP.
3. The alternative plans proposed in the DEIR need to be feasible. I was not happy that the reduced intensity alternative in the Related City Place project was deemed to be not economically feasible.
4. I would like to see incentives for inclusion of a grocery store within the TE project in order to reduce VMT. These could be in the form of reduced regulatory measures, expediting in Planning Dept, or tax incentives.
5. San Jose has provided tax incentives for tall housing structures downtown. Developers at TE are reluctant to build towers there because those are more expensive than 5 over 2 podium structures. Santa Clara should stack bonuses (LEED Gold, density, transit, low income) to encourage these taller structures so that more space will be available for parks and open space.
6. TE should provide impact fees for the improvement of the Great America ACE/Amtrak station such that ACE can provide more frequent service and perhaps Caltrain can have a spur line
7. There should be a mandate of 5% installed EV chargers and prewiring for at least 10% chargers since the Gov. Brown executive order mandates 1.5 million ZEV vehicles in California by 2025.
8. There should be a minimum of 0.67 Class1 bicycle parking spots per housing unit.
9. There should be a linear park along Guadalupe River.

Thank you,
Sudhanshu Jain
Cell: 408-499-2955
suds@sudsjain.com

From: Hazel
To: [John Davidson](#)
Subject: Re: Tasman East Specific Plan Notice of Preparation and scoping meeting notice
Date: Tuesday, January 10, 2017 9:16:39 AM

Hi John,

I want to confirm that the comments I made at the NOP scope meeting on December 21, 2016 were captured. Here are the topics that I would like to see addressed in the Tasman East Environmental Impact Report (EIR). North Santa Clara, North San Jose, and Alviso are targeted for transformational growth and development in the near and long term future, and the EIR should include the approved, in review, and targeted future developments listed to ensure the best infrastructure is planned, quality of life for residents is maintained or improved, and quality of service for businesses and visitors are met.

- **City of Santa Clara General Plan** (i.e. City Place, Great America Theme Park Master Plan, Mixed Project, and Future Mixed use along Great America Parkway) as well as the
- **City of San Jose**
 - **Alviso Master Plan** (including Terra Top Golf development plan)
 - **Vision North San Jose** (high density housing and large technology campuses)

Here are the topics to include to the EIR scope.

1. Density

- i. Current Eisenhower Drive, Lafayette St is the only street to access the neighborhood. What are ways to reduce traffic congestion?
- ii. In addition, traveling on North on Lafayette, Calle de Sol and Calle de Luna provides access to Tasman Dr. Provide ways to reduce congestion.
- iii. What improvements will be made to access or widen 237?
- a. Strategies, such as pick-up and drop-off zones, for company shuttles, rideshare companies, taxis to reduce traffic stops / standing on Lafayette St , Lick Mill Blvd and other nearby streets
- b. Strategies for bike storage, bike stations, etc.
- c. Strategies and incentives to promote transit or other modes
- d. Sidewalk and bike pathway improvements
- e. Impact on Levi's Stadium event days – traffic flow plan through the project site
- f. If approved, strategies to avoid construction noise, including restricting access roads, along Lick Mill Blvd from Tasman and Montague Expressway especially during night hours.

2. Retail and services to reduce vehicular trips for both existing Northside Santa Clara and future Tasman East residents

- a. Parking management to reduce project residents and patrons from parking in existing residential neighborhoods
 - i. What happens today - Overflow car parking from River Grove Apartment residents currently park in existing residential neighborhoods, and Levi stadium event parking on Calle de Escuela, Avenida De Los Arboles, [Avenida de Carmen](#), and Avenida de Lago, and Calle de Primavera

3. Housing

- a. Opportunity to buy single family homes or townhomes
 - b. Percentage dedicated to senior and affordable housing
 - c. Programs / opportunities for Santa Clara residents to downsize to smaller units
4. Parks and Recreation
- a. Opportunities for multi-generational playgrounds
 - b. Since there are no Youth, Teen, Adult or Senior community centers located in North Santa Clara, what opportunities can be addressed with adding centers, health and wellness classes?
 - c. Synergy / Opportunity with Ulistac, such as a Nature Center
 - d. Opportunity for urban agricultural gardening
5. Neighborhood Protection and Parking
- a. Parking management
 - i. Include solutions and strategies to prevent and deter parking from project site.
 - ii. Include alternative for greater number of parking spots for residents.
 - 1. Parking from extremely high density dwellings – currently affected by existing Riverwood Apartment Complex on the corner of Tasman and [Lick Mill Blvd](#), Vista 99, Domain (in North SJ), River View, Crescent Village, and North Park
 - b. With other developments in the area, what is the plan for the Fire Station, including type?
 - c. Will fire and police service times be impacted?
6. Environmental and Health Concerns
- a. Any health risks to nearby elementary school, nearby residents from construction?
 - b. Former landfill borders the project site. Any issues or risks?
7. SCUSD
- a. In my opinion, the assumption for the number of students to be added to SCUSD is low, and there should be an alternative where the number is higher.
 - b. Is there an opportunity to reduce the overall overcrowded class sizes in nearby SCUSD schools (Hughes, Mayne, Don Callejon, Montague)?
 - c. Opportunities to co-locate retirement (ageing) community and childcare/pre-school/schools

Hazel

On Jan 9, 2017, at 3:41 PM, John Davidson <JDavidson@SantaClaraCA.gov> wrote:

Hi Hazel:

Yes, Today is the last day—thanks!

John Davidson
408/615-2478

From: Hazel [mailto:hen_alabado@yahoo.com]
Sent: Monday, January 09, 2017 2:58 PM

To: John Davidson
Subject: Re: Tasman East Specific Plan Notice of Preparation and scoping meeting notice

Hi John,

I believe today is the last day to comment. Is that correct?

Hazel

On Dec 13, 2016, at 5:29 PM, John Davidson <JDavidson@SantaClaraCA.gov> wrote:

Please see the attached Notice of Preparation and Public Scoping Meeting Notice for the Tasman East Specific Plan .

You may provide written comments and attend the City-sponsored EIR Scoping Meeting at:

**When: Wednesday, December 21, 2016,
from 2:00 p.m. to 4:00p.m.**

**Where: Northside Library, 695 Moreland
Way, Santa Clara, CA, 95054**

Let me know if you have any questions—thanks!

John Davidson
City of Santa Clara
408/615-2478

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<EIR & Public Scoping Notice - 12.09.16.pdf>

<NOP - 12.09.16.pdf>

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