

**RESOLUTION NO. 18-8527**

**A RESOLUTION OF THE CITY OF SANTA CLARA,  
CALIFORNIA ADOPTING THE MITIGATED NEGATIVE  
DECLARATION (MND) AND THE MITIGATION MONITORING  
OR REPORTING PROGRAM (MMRP) FOR THE PROJECT  
LOCATED AT 2780 EL CAMINO REAL, SANTA CLARA**

PLN2017-12669 (General Plan Amendment)  
PLN2017-12712 (Rezone)  
PLN2017-12713 (Vesting Tentative Subdivision Map)  
CEQ2017-01037 (Mitigated Negative Declaration)

**BE IT RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:**

**WHEREAS**, on June 6, 2017, Prometheus Real Estate Group (“Applicant”) made an application for the development of a 2.87 acre site located at 2780 El Camino Real, which is currently occupied by the vacant 36,500 square foot Moonlite Lanes Bowling Alley, a surface parking lot and landscaping (“Project Site”);

**WHEREAS**, the application proposes a General Plan Amendment from Regional Mixed Use to Medium Density Residential and Rezone from Community Commercial (CC) to Planned Development (PD) to allow construction of a three-story, 58 unit townhome development with private street, on-site resident and visitor parking, common landscaped areas, and public and private site improvements, and includes a Vesting Tentative Subdivision Map to create ownership and common area lots to serve the development (“Project”), as shown on the Development Plans, attached hereto and incorporated herein by this reference;

**WHEREAS**, the Project approvals will include Resolution No. 18-8528 (“City Council General Plan Amendment”); Resolution No. 18-8529 (“City Council Rezoning Resolution”); Resolution No. 18-8530 (“City Council Tentative Subdivision Map Resolution”); and this California Environmental Quality Act (“CEQA”) Resolution (collectively, the “Approvals”);

**WHEREAS**, pursuant to the California Environmental Quality Act (CEQA), and the regulations implementing the Act, specifically 14 Cal. Code of Regs § 15070, this Project was determined after an Initial Study to potentially have a significant effect on the environment which could be avoided with the implementation of mitigation measures, resulting in the drafting of a Mitigated

Negative Declaration (“MND”) and preparation of a Mitigation Monitoring or Reporting Program (“MMRP”) that will reduce potential mitigation measures to less than significant and will be incorporated into the Project;

**WHEREAS,** in conformance with CEQA, the MND was noticed and circulated for a 30-day public review period to the State Office of Planning and Research, Santa Clara County Clerk’s Office, interested parties, and property owners within 1,000 feet of the Project Site, from April 2, 2018 to May 3, 2018, where during that period one comment letter was received and was submitted by the Santa Clara Valley Water District and is made part of the record;

**WHEREAS,** on May 9, 2018, the Planning Commission conducted a duly noticed public hearing to consider the MND, at the conclusion of which the Commission voted to recommend that the Council adopt the MND;

**WHEREAS,** on April 25, 2018, a newspaper notice for this item was published in the *Santa Clara Weekly* for the City Council meeting of May 22, 2018, and on May 11, 2018 notices of public hearing were also posted at three conspicuous locations within 300 feet of the Project Site and mailed to property owners within 1,000 feet of the Project Site for the City Council meeting of May 22, 2018, according to the most recent assessor’s roll;

**WHEREAS,** the City Council has reviewed the MND prepared for the Project, City Staff report pertaining to the MND and all evidence received at a duly noticed public hearing on May 22, 2018. All of these documents and evidence are herein incorporated by reference into this Resolution;

**WHEREAS,** all potentially significant environmental effects associated with the Project, as approved, can either be substantially lessened or avoided through the inclusion of mitigation measures proposed in the MND; and

**WHEREAS,** the City Council, in reviewing the Project as proposed, intends to adopt all mitigation measures set forth in the MND.

**NOW THEREFORE, BE IT FURTHER RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:**

1. That the City Council hereby finds that the above Recitals are true and correct and by this reference makes them a part hereof.

2. The City Council hereby finds that the MND has been completed in compliance with CEQA.

3. The City Council hereby finds, pursuant to California Code of Regulations, Title 14, Section 15074, that the Council has reviewed and considered the information and analysis contained in the MND before making its determination, that there is no substantial evidence that the Project will have a significant effect on the environment, and that the MND reflects the Council's independent judgment and analysis, and hereby adopts the MND.

4. The City Council hereby finds that the proposed mitigation measures described in the MND are feasible, and therefore will become binding upon the City and affected landowners and their assigns or successors in interest when the Project is approved.

5. Pursuant to California Code of Regulations, Title 14, Section 15074(c), the City Council hereby designates the Director of Community Development as the Custodian of Records for the Project, and the Planning and Inspection Division at City Hall, 1500 Warburton Avenue, Santa Clara, California, is the location of the documents and other material that constitute the record of proceedings upon which this decision is based.

6. In order to comply with Public Resources Code Section 21081.6, the City Council hereby adopts the MMRP attached hereto as Exhibit "MMRP" and incorporated herein by this reference. The Program is designed to ensure that, during project implementation, the City, affected landowners, their assigns and successors in interest and any other responsible parties comply with the feasible mitigation measures identified. The MMRP identifies, for each mitigation measure, the party responsible for implementation.

7. Effective date. This resolution shall become effective immediately.

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED AND ADOPTED BY THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE 22<sup>nd</sup> DAY OF MAY, 2018, BY THE FOLLOWING VOTE:

AYES:	COUNCILORS:	Davis, Kolstad, Mahan, O'Neill, and Watanabe and Mayor Gillmor
NOES:	COUNCILORS:	None
ABSENT:	COUNCILORS:	None
ABSTAINED:	COUNCILORS:	None

ATTEST: *Jennifer Yamaguma*  
FOR: JENNIFER YAMAGUMA  
ACTING CITY CLERK  
CITY OF SANTA CLARA

Attachments Incorporated by Reference:

1. Mitigated Negative Declaration
2. Mitigation Monitoring or Reporting Program (MMRP)
3. Development Plans

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INITIAL STUDY AND PROPOSED MITIGATED NEGATIVE DECLARATION

# Moonlite Lanes Townhomes Project



Prepared for  
City of Santa Clara

March 2018

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# Moonlite Lanes Townhomes Project *Proposed* Mitigated Negative Declaration

Pursuant to the California Environmental Quality Act (CEQA) Division 13, Public Resources Code

City of Santa Clara  
1500 Warburton Avenue  
Santa Clara, CA 95050  
(408) 615-2450

## Project Description

The project site is located at 2780 El Camino Real, approximately 540 feet south of the southeast corner of the intersection of El Camino Real and Kiely Boulevard in the City of Santa Clara (City), California. The 2.88-acre project site contains a single parcel. The project site is fully developed with a bowling alley, associated paved parking areas, and small areas of landscaping that consists of mature trees and non-native groundcover vegetation. There are no areas of natural habitat on the project site. The bowling alley permanently closed on November 21, 2016,<sup>1</sup> and is currently vacant.

The project site is bound by the Moonlight Shopping Center to the north; single-family homes to the west across Kiely Boulevard; single-family homes to the south; and a condominium complex to the east and southeast. A paved alley is located along the northern edge of the project site and separates the site from the Moonlight Shopping Center. The project site is currently designated “Regional Mixed Use” (RMU) in the *City of Santa Clara 2010-2035 General Plan (General Plan)*, and is zoned as “Community Commercial” (CC).

The project applicant, Prometheus Real Estate Group, Inc., plans to redevelop the site with three-story townhomes providing 58 residential units, resident and guest parking, and landscaping. No commercial or retail elements are proposed. Primary site access would be provided from the western site boundary along Kiely Boulevard and the existing alley that runs adjacent to the northern site boundary would provide emergency access.

The project would require a General Plan Amendment to change the land use designation from RMU to ‘Medium Density Residential’ (MDR) as well as a rezone from CC to ‘Planned Development’. The MDR designation allows for 20 to 36 residential dwelling units per acre, the project proposes to construct townhomes at a density of approximately 20 dwelling units per acre. Therefore, the project would be consistent with the General Plan upon approval of the General Plan Amendment.

## Determination

The City of Santa Clara proposes a Mitigated Negative Declaration for this project. This Initial Study and supporting documents have been prepared to determine if the project would result in potentially significant or significant impacts to the environment. **Table 1** summarizes the mitigation measures identified in the Initial Study. The supporting technical reports that constitute the record of proceedings upon which a

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<sup>1</sup> Jason Green, *Santa Clara: Bowling Alley Moonlite Lanes Rolls Its Final Frame*, Mercury News, Nov. 22, 2016.

determination is made are available for public review at the City of Santa Clara Planning Division at 1500 Warburton Avenue, Santa Clara, CA 95050, between 8:00 am and 5:00 pm, Monday through Friday.

**Table 1 Summary of Mitigation Measures**

<i>Resource</i>	<i>Mitigation Measures</i>	<i>Level of Impact</i>
<b>Aesthetics</b>	<b>Mitigation Measure AES-1:</b> The project developer shall install low-profile, low-intensity lighting directed downward to minimize light and glare.	Less than Significant with Mitigation
<b>Aesthetics</b>	<b>Mitigation Measure AES-2:</b> High-intensity outdoor lighting on individual homes and structures shall be prohibited.	Less than Significant with Mitigation
<b>Aesthetics</b>	<b>Mitigation Measure AES-3:</b> The project developer shall use shielded fixtures for street and walkway lighting to minimize glare produced by the lighting on the project site.	Less than Significant with Mitigation
<b>Air Quality</b>	<p><b>Mitigation Measure AQ-1:</b> During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust:</p> <ul style="list-style-type: none"> <li>▪ All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>▪ All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>▪ All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>▪ All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).</li> <li>▪ All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>▪ Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>▪ All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> <li>▪ Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District’s phone number shall also be visible to</li> </ul>	Less than Significant with Mitigation

<i>Resource</i>	<i>Mitigation Measures</i>	<i>Level of Impact</i>
	ensure compliance with applicable regulations.	
<b>Air Quality</b>	<p><b>Mitigation Measure AQ-2:</b> The project shall develop a plan demonstrating that the off-road equipment used to on-site to construct the project would achieve a fleet-wide average of at least 51 percent reduction in diesel particulate matter (DPM) emissions. One feasible plan to achieve this reduction would include the following:</p> <ul style="list-style-type: none"> <li>▪ All mobile diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent.</li> <li>▪ All diesel-powered portable equipment (i.e., aerial lifts, air compressors, and forklifts) operating on the site for more than two days shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent.</li> <li>▪ Note that the construction contractors could use other measures to minimize construction period DPM emissions to reduce the estimated cancer risk below the thresholds. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.</li> </ul>	Less than Significant with Mitigation
<b>Biological Resources</b>	<p><b>Mitigation Measure BIO-1:</b> Prior to building demolition, a qualified bat biologist shall conduct a focused habitat assessment. The habitat assessment shall be conducted enough in advance to ensure that the commencement of building demolition can be scheduled during seasonal periods of bat activity if required. If no signs of day roosting activity are observed, no further actions will be required. If bats or signs of day roosting by bats are observed, a qualified bat biologist will prepare specific recommendations for either partial dismantling to cause bats to abandon the roost, or humane eviction, both to be conducted during seasonal periods of bat activity if required.</p>	Less than Significant with Mitigation
<b>Biological Resources</b>	<p><b>Mitigation Measure BIO-2:</b> If construction activities commence any time during the nesting/breeding season of native bird species potentially nesting near the site (typically February through August in the project region), a pre-construction survey for nesting birds would be conducted by a qualified biologist within two weeks of the commencement of construction activities. If active nests are found in areas that could be directly affected or are within 200 feet of construction and would be subject to prolonged construction-related noise, a no-disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them will be determined by taking</p>	Less than Significant with Mitigation

<i>Resource</i>	<i>Mitigation Measures</i>	<i>Level of Impact</i>
	<p>into account the following factors:</p> <ul style="list-style-type: none"> <li>▪ Noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity;</li> <li>▪ Distance and amount of vegetation or other screening between the construction site and the nest; and</li> <li>▪ Sensitivity of individual nesting species and behaviors of the nesting birds.</li> </ul>	
<b>Biological Resources</b>	<p><b>Mitigation Measure BIO-3a:</b> The following measures shall be implemented during the plan check phase:</p> <ul style="list-style-type: none"> <li>▪ All plans affecting trees shall be reviewed by the City Arborist with regard to tree impacts. These include, but are not limited to, demolition plans, grading and utility plans, landscape and irrigation plans.</li> <li>▪ A Tree Protection Zone shall be established around each tree to be preserved. No grading, excavation, construction, or storage of materials shall occur within that zone. The Tree Protection Zone for off-site trees #404-408 shall be established at the property line to the south and at the dripline in all other directions.</li> <li>▪ Underground services including utilities, sub-drains, water, or sewer shall be routed around the Tree Protection Zone. Where encroachment cannot be avoided, special construction techniques such as hand digging or tunneling under roots shall be employed where necessary to minimize root injury.</li> <li>▪ Tree Preservation Notes, prepared by the City Arborist, shall be included on all plans.</li> <li>▪ Irrigation systems must be designed so that no trenching will occur within the Tree Protection Zone.</li> <li>▪ Herbicides placed under paving materials must be safe for use around trees and labeled for that use.</li> </ul>	<p>Less than Significant with Mitigation</p>
<b>Biological Resources</b>	<p><b>Mitigation Measure BIO-3b:</b> The following measures shall be implemented prior to construction:</p> <ul style="list-style-type: none"> <li>▪ Prior to beginning work, the contractors working in the vicinity of trees to be preserved are required to meet with the City Arborist at the site to review all work procedures, access routes, storage areas, and tree protection measures.</li> <li>▪ Fence trees to completely enclose the Tree Protection Zone prior to demolition, grubbing or grading. Fences shall be 6-foot chain link or equivalent as approved by the City. Fences are to remain until all grading and construction is completed.</li> <li>▪ Where possible, cap and abandon all existing underground utilities</li> </ul>	<p>Less than Significant with Mitigation</p>

<b>Resource</b>	<b>Mitigation Measures</b>	<b>Level of Impact</b>
	<p>within the Tree Protection Zone in place. Removal of utility boxes by hand is acceptable but no trenching shall be performed within the Tree Protection Zone in an effort to remove utilities, irrigation lines, etc.</p> <ul style="list-style-type: none"> <li>■ If structures and underground features have to be removed within the Tree Protection Zone, it shall be done by hand or using the smallest equipment, and operate from outside the Tree Protection Zone. The Consulting Arborist shall be onsite during all operations within the Tree Protection Zone to monitor demolition activity.</li> <li>■ Pruning of trees to be preserved may be required to clean the crown and to provide clearance. Any pruning of off-site trees should be performed with the property owner’s permission. All pruning shall be done by a State of California Licensed Tree Contractor (C61/D49). All pruning shall be done by Certified Arborist or Certified Tree Worker in accordance with the Best Management Practices for Pruning (International Society of Arboriculture, 2002) and adhere to the most recent editions of the American National Standard for Tree Care Operations (Z133.1) and Pruning (A300).</li> <li>■ Apply and maintain 4-6 inches of wood chip mulch within the Tree Protection Zone.</li> </ul>	
<b>Biological Resources</b>	<p><b>Mitigation Measure BIO-3c:</b> The following measures shall be implemented during construction:</p> <ul style="list-style-type: none"> <li>■ Any excavation within the dripline or other work that is expected to encounter tree roots should be approved and monitored by the Consulting Arborist. Roots shall be cut by manually digging a trench and cutting exposed roots with a sharp saw. The Consulting Arborist will identify where root pruning is required.</li> <li>■ Construction trailers, traffic and storage areas must remain outside fenced areas at all times.</li> <li>■ Prior to grading, pad preparation, excavation for foundations/footings/walls, trenching, trees may require root pruning outside the Tree Protection Zone by cutting all roots cleanly to the depth of the excavation. Roots shall be cut by manually digging a trench and cutting exposed roots with a saw, with a vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root pruning equipment. The Consulting Arborist will identify where root pruning is required.</li> <li>■ All underground utilities, drain lines, or irrigation lines shall be routed outside the Tree Protection Zone. If lines must traverse through the protection area, they shall be tunneled or bored under the tree as directed by the Consulting Arborist.</li> <li>■ If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.</li> </ul>	<p>Less than Significant with Mitigation</p>

<b>Resource</b>	<b>Mitigation Measures</b>	<b>Level of Impact</b>
	<ul style="list-style-type: none"> <li>■ Any root pruning required for construction purposes shall receive the prior approval of and be supervised by the Consulting Arborist.</li> <li>■ No excess soil, chemicals, debris, equipment, or other materials shall be dumped or stored within the Tree Protection Zone.</li> </ul>	
<b>Biological Resources</b>	<p><b>Mitigation Measure BIO-3d:</b> The Consulting Arborist shall prepare a post-construction monitoring plan for trees preserved at the project site to address pruning, fertilization, mulch, hazard inspection, pest management, replanting, and irrigation requirements.</p>	Less than Significant with Mitigation
<b>Cultural Resources</b>	<p><b>Mitigation Measure CUL-1:</b> The following measures would be implemented during project construction:</p> <ul style="list-style-type: none"> <li>■ The project applicant shall note on any plans that require ground disturbing excavation that there is potential for exposing buried cultural resources, including prehistoric Native American burials.</li> <li>■ The project proponent shall retain a Professional Archaeologist to provide preconstruction briefing(s) to supervisory personnel of any excavation contractor to alert them to the possibility of exposing significant prehistoric archaeological resources within the project site. The briefing shall discuss any archaeological objects that could be exposed, the need to stop excavation at the discovery, and the procedures to follow regarding discovery protection and notification of the project proponent and archaeological team. An “Alert Sheet” shall be posted in conspicuous locations at the project site to alert personnel to the procedures and protocols to follow for the discovery of potentially significant prehistoric archaeological resources.</li> <li>■ The project applicant shall retain a Professional Archaeologist on an “on-call” basis during ground disturbing construction to review, identify, and evaluate cultural resources that may be inadvertently exposed during construction. In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director of Community Development will be notified, and the archaeologist will examine to determine if they are historical resource(s) and/or unique archaeological resources.</li> <li>■ If the Professional Archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project applicant, the City of Santa Clara Director of Community Development, and other appropriate parties of the evaluation and recommended mitigation measures in accordance with California Public Resources Code Section 15064.5. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing, and data recovery, among other options. An Archaeological Monitoring Plan will be prepared by the Project Archaeologist if significant</li> </ul>	Less than Significant with Mitigation

<b>Resource</b>	<b>Mitigation Measures</b>	<b>Level of Impact</b>
	<p>archaeological deposits are exposed during ground disturbing construction for implementation following review and approval by the Director of Community Development.</p> <ul style="list-style-type: none"> <li>■ A Monitoring Closure Report shall be submitted to the Director of Community Development at the conclusion of ground disturbing construction if archaeological and Native American monitoring of excavation was undertaken documenting any data recovery during monitoring.</li> </ul>	
<b>Cultural Resources</b>	<p><b>Mitigation Measure CUL-2:</b> A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should the potential for loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to minimize the impact.</p>	<p>Less than Significant with Mitigation</p>
<b>Cultural Resources</b>	<p><b>Mitigation Measure CUL-3:</b> If human resources are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped. The treatment of human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity within the project shall comply with applicable State laws. This shall include immediate notification of the Santa Clara County Medical Examiner and the City of Santa Clara. In the event of the coroner’s determination that the human remains are of Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once the NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.</p> <p>The project sponsor, archaeological consultant, and Most Likely Descendant shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The California Public Resources Code allows 48 hours to reach agreement on these matters. If the Most Likely Descendant and other parties do not agree on the reburial method, the project will follow Public Resources Code Section 5097.98(b) which states that “. . . the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.”</p>	<p>Less than Significant with Mitigation</p>
<b>Geology and Soils</b>	<p><b>Mitigation Measure GEO-1:</b> Project design and construction shall adhere to Title 15, Buildings, and Construction of the Santa Clara City Code, and comply with all design standards from the applicable California Building Code (in Title 24 of the California Code of Regulations).</p>	<p>Less than Significant with Mitigation</p>

<i>Resource</i>	<i>Mitigation Measures</i>	<i>Level of Impact</i>
<b>Geology and Soils</b>	<b>Mitigation Measure GEO-2:</b> A complete site-specific geotechnical investigation report shall be completed. The report shall discuss and quantify the liquefaction and differential settlement potential for the site to a minimum depth of 50 feet and provide design recommendations for the project.	Less than Significant with Mitigation
<b>Geology and Soils</b>	<b>Mitigation Measure GEO-3:</b> To reduce the potential for damage to the planned at-grade structures, slabs on-grade shall have sufficient reinforcement and be supported on a layer of non-expansive fill and footings should extend below the zone of seasonal moisture fluctuation. In addition, it is important to limit moisture changes in the surficial soils; positive drainage shall be used to direct drainage away from buildings and irrigation for landscaping should be limited.	Less than Significant with Mitigation
<b>Hazards and Hazardous Materials</b>	<b>Mitigation Measure HAZ-1:</b> The applicant, with prior City written approval, shall contract qualified experts to identify and remove ACBMs. These shall be removed from the site and properly disposed of prior to, and as a condition of, the City of Santa Clara issuing a permit for site demolition.	Less than Significant with Mitigation
<b>Hazards and Hazardous Materials</b>	<b>Mitigation Measure HAZ-2:</b> The applicant, with prior City written approval, shall contract qualified experts to identify and remove lead-based material. These are to be removed from the site and properly disposed of prior to, and as a condition of, the City issuing a permit for site demolition.	Less than Significant with Mitigation
<b>Noise</b>	<b>Mitigation Measure NOI-1:</b> Mechanical equipment shall be designed to minimize noise impacts on surrounding uses, particularly residences located south and east of the site. This can be accomplished by locating noise-generating equipment on the northernmost portion of the buildings to maximize the distance from the existing single-family houses to the south and apartments to the east, or by providing acoustical shielding. If rooftop-mounted equipment is used, it shall be shielded from the adjacent residential land uses by rooftop screens or perimeter parapet walls, or fitted as necessary with noise control baffles, sound attenuators, or enclosures. An acoustical specialist shall review the mechanical equipment plans prior to construction to confirm that the design includes the controls necessary to meet City Code requirements at the residential property line.	Less than Significant with Mitigation
<b>Noise</b>	<b>Mitigation Measure NOI-2:</b> The following best management practices are assumed to be included in the project: <ul style="list-style-type: none"> <li>▪ Pursuant to the City Code, restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. Construction shall be prohibited on Sundays and holidays.</li> <li>▪ Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.</li> <li>▪ Unnecessary idling of internal combustion engines should be strictly</li> </ul>	Less than Significant with Mitigation

<i>Resource</i>	<i>Mitigation Measures</i>	<i>Level of Impact</i>
	<p>prohibited.</p> <ul style="list-style-type: none"> <li>▪ Located stationary noise generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by 5 dBA.</li> <li>▪ Utilize “quiet” air compressors and other stationary noise sources where technology exists.</li> <li>▪ Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible.</li> <li>▪ Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.</li> <li>▪ The contractor shall prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities.</li> <li>▪ Designate a “disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.</li> </ul>	

**Debby Fernandez**  
**City of Santa Clara**  
**Project Manager**

**Date**

# Moonlite Lanes Townhomes Project Initial Study

1. **Project Title:** Moonlite Lanes Townhomes
2. **Lead Agency Name and Address:** City of Santa Clara, 1500 Warburton Avenue, Santa Clara, CA 95050
3. **Contact Person and Phone Number:** Debby Fernandez, (408) 615-2450
4. **Project Location:** 2780 El Camino Real, Santa Clara CA, 95051
5. **Project Sponsor's Name and Address:** Prometheus Real Estate Group, 1900 South Norfolk Street, Suite 150, San Mateo, CA, 94403

## Project Description

### Existing Project Setting

The project site is located at 2780 El Camino Real, approximately 540 feet south of the southeast corner of the intersection of El Camino Real and Kiely Boulevard in the City of Santa Clara (City), California (see **Figure 1**). The 2.88-acre project site contains a single parcel. The project site is fully developed with a bowling alley, associated paved parking areas, and small areas of landscaping that consists of mature trees and non-native groundcover vegetation. There are no areas of natural habitat on the project site. The bowling alley permanently closed on November 21, 2016,<sup>2</sup> and is currently vacant.

The project site is bounded by the Moonlight Shopping Center to the north; single-family homes to the west across Kiely Boulevard; single-family homes to the south; and a condominium complex to the east/southeast (see **Figure 2**). A paved alley is located along the northern edge of the project site and separates the site from the Moonlight Shopping Center. The project site is currently designated "Regional Mixed Use" (RMU) in the *City of Santa Clara 2010-2035 General Plan* (General Plan), and is zoned as "Community Commercial" (CC).

### Proposed Project Components

The project applicant plans to redevelop the site with three-story townhomes providing 58 residential units, resident and guest parking, and landscaping (**Figure 3**). No commercial or retail elements are proposed. Primary site access would be provided from the western site boundary along Kiely Boulevard and the existing alley that runs adjacent to the northern site boundary would provide emergency access.

The project would require a General Plan Amendment (GPA) to change the land use designation from RMU to 'Medium Density Residential' (MDR) and rezone from CC to 'Planned Development' (PD). The MDR designation allows for 20 to 36 residential dwelling units per acre (DU/acre), the project proposes to construct townhomes at a density of approximately 20 DU/ac. Therefore, the project would be consistent with the General Plan upon approval of the GPA.

The total construction period is approximately 20 months. Construction activities would include demolition of the existing vacant bowling alley and pavement onsite as well as removal of existing utilities to be vacated in the project footprint. Construction staging areas for machinery and materials would be located onsite. Demolition of the existing bowling alley onsite would result in approximately 37,000 square feet of debris and would be hauled offsite. Associated pavement demolition would result in up to 1,000 tons of pavement debris. Approximately 4,500 cubic yards of soil material would be exported from the site. New stormwater treatment and drainage infrastructure would comply with C.3 requirements.

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<sup>2</sup> Jason Green, *Santa Clara: Bowling Alley Moonlite Lanes Rolls Its Final Frame*, Mercury News, Nov. 22, 2016.

## Environmental Factors Potentially Affected

This Initial Study includes an evaluation of impacts based on the California Environmental Quality Act (CEQA) Guidelines Appendix G Environmental Checklist. Each checklist item is explained in the discussion following the checklist and, if necessary, mitigation measures are provided to reduce impacts to a less-than-significant level. In accordance with CEQA, all answers take into account the whole of the action, including on- and off-site effects, direct and indirect effects, and effects from both construction and operation. Each checklist criterion is marked to identify whether there is an environmental impact.

- *No Impact* indicates that there is no impact.
- *Less than Significant Impact* means that while there is some impact, the impact does not exceed identified thresholds.
- *Less than Significant with Mitigation Incorporated* indicates that a potentially significant and/or significant impact has been identified in the course of this analysis and mitigation measures have been provided to reduce a potentially significant impact and/or significant impact to a less-than-significant level.
- *Significant Impact* indicates that not all impacts have been reduced to less-than-significant and an Environmental Impact Report (EIR) will be required. As noted previously, mitigation measures developed for this project reduce any significant impacts to a less-than-significant level and an EIR will not be required.
- *Cumulative Impacts* are discussed in **Section XVIII, Mandatory Findings**. Cumulative impacts, as defined by CEQA, are two or more individual effects, which when combined, are considerable or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over time. If a significant cumulative impact is identified, the project's contribution to the significant cumulative impact is considered.

The environmental factors checked below would be potentially affected by the project, involving at least one impact that is a potentially significant or significant impact as indicated by the checklist on the following pages. Mitigation measures have been provided for each significant impact, reducing all to a less-than-significant level.

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Aesthetics                | <input type="checkbox"/> Agriculture and Forestry Resources       |
| <input checked="" type="checkbox"/> Air Quality               | <input checked="" type="checkbox"/> Biological Resources          |
| <input checked="" type="checkbox"/> Cultural Resources        | <input checked="" type="checkbox"/> Geology & Soils               |
| <input type="checkbox"/> Greenhouse Gas Emissions             | <input checked="" type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology & Water Quality            | <input type="checkbox"/> Land Use & Planning                      |
| <input type="checkbox"/> Mineral Resources                    | <input checked="" type="checkbox"/> Noise                         |
| <input type="checkbox"/> Population & Housing                 | <input type="checkbox"/> Public Services                          |
| <input type="checkbox"/> Recreation                           | <input type="checkbox"/> Transportation & Circulation             |
| <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities & Service Systems              |
| <input type="checkbox"/> Mandatory Findings of Significance   |   |

## Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that the proposed project COULD have a significant effect on the environment, but mitigations identified in this Initial Study will reduce these impacts to a less-than-significant level, and a MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.



Debby Fernandez  
Project Manager  
City of Santa Clara

3.27.18

Date

# Environmental Impact Checklist

## I Aesthetics

	Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to: trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Setting

The project site is located in northern Santa Clara County (County), within the City of Santa Clara (City) at 2780 El Camino Real. The City is almost entirely urbanized, with the exception of several areas designated for open space. According to the *City of Santa Clara 2010-2035 General Plan EIR* (General Plan EIR), the dominant visual resources in Santa Clara include the Santa Cruz Mountains to the southwest and the Diablo Range to the northeast, which create the visual backdrop of the Santa Clara Valley. Other visual resources are the three seasonal creeks that run through Santa Clara (San Tomas Aquino, Saratoga, and Calabazas creeks). There are no State-designated scenic highways located within the City. The City has several unique, designated scenic resources stemming from the City's history as a Mission City, including Mission Santa Clara and historic homes.

According to the General Plan EIR, El Camino Real is characterized by uses consisting of small-scale auto-oriented commercial uses and services and mid-to large scale strip mall developments. Most of the area has relatively shallow parcels that abut single family residential uses and include community retail uses. Larger properties along El Camino Real include community and regional commercial retail uses and are primarily located at major intersections. The older one- and two-story building stock, extensive signage, lack of landscaping, and wide right-of-way detract from the visual quality of El Camino Real. New development along El Camino Real consists of remodeled commercial centers and redevelopment of individual parcels with three and four-story residential and mixed-use projects that include landscaped streetscapes along the public right-of-way.

There are views of the one- to two-story Moonlite Shopping Center north of the project site. Kiely Boulevard is immediately west of the site with one and two-story single family residences directly across the street. Some limited, distant views of the undeveloped Santa Cruz Mountains are visible from the perimeter of the project site at Kiely Boulevard behind automobile traffic, dense landscaping, and residences. Views are limited to rooftops of the one and two-story residential communities and rows of dense trees to the south, east, and southeast of the project site. A 6- to 10-foot tall concrete wall and 7-foot tall wooden fence are located along the eastern and southern perimeter of the project site, respectively, and limit the availability of views from the project site.

Primary public views of the project site are available from local roadways, including Kiely Boulevard and El Camino Real. Views by motorists traveling along the adjacent roadways would be of short duration due to vehicle speed. Views by pedestrians and bicyclists would also be relatively short because they are also traveling, but generally at a slower rate than motorists. The project site currently is visually dominated by the red and black one-story bowling alley.

Existing sources of light within the project site vicinity are primarily from streetlights and headlights of vehicular traffic associated with Kiely Boulevard and El Camino Real. Other sources of light include lighting elements typical for commercial buildings and residential neighborhoods (e.g., storefront lights, porch lights, streetlights, etc.). Sources of daytime glare can either be a direct source of light, or can be an object which reflects light from another source, such as windows. Existing sources of daytime glare on the project site include light reflected from building or car windows. External nighttime lighting from buildings and residences near the project site contribute low levels of nighttime glare.

**a) Have a substantial adverse effect on a scenic vista? (No Impact)**

According to the General Plan EIR, there are no scenic vistas in the City. El Camino Real is characterized by mid- to large-scale “strip-mall” development types, designed to be conducive for automobile traffic. The project site does not offer scenic vistas or high quality scenic views due to the urban nature of the surrounding environment. The “strip-mall” style Moonlite Lanes Shopping Center located directly north of the project site contains man-made visual intrusions that reduce the intactness and unity of the surrounding landscape. Some limited, distant views of the undeveloped Santa Cruz Mountains are visible when facing south from the western perimeter of the project site along Kiely Boulevard, behind automobile traffic, dense landscaping, and residences. Given that this view is afforded from the perimeter of the project site looking south, implementation of the project would not detract from this view. Additionally, given that there are no scenic vistas in the City, the project would not impact scenic vistas.

**b) Substantially damage scenic resources, including but not limited to: trees, rock outcroppings, and historic buildings within a State scenic highway? (No Impact)**

There are no State-designated scenic highways located within the City. No designated scenic vistas or view corridors are located within the City; however, the General Plan EIR lists the Santa Cruz Mountains, Diablo range, San Tomas Aquino Creek, and the Guadalupe River as “visual resources” within the City. The City also has several unique visual resources stemming from the City’s history as a Mission City including churches and historic homes that are protected cultural resources. However, there are no scenic resources located within or immediately near the project site, and distant views of the undeveloped Santa Cruz Mountains are only visible when facing south from the western perimeter of the project site along Kiely Boulevard. Therefore, the project would not impact scenic resources or State scenic highways.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?  
(Less than Significant)**

**Construction**

Demolition, grading, and tree removal would be required to construct the project. As a result, construction equipment and vehicles, fencing, construction staging areas, and associated debris would be present and visible on the project site throughout the 20-month construction period, which would temporarily change the visual character of the area. Visual impacts would vary, depending on the phase of construction and equipment being used at the site. The visual effects of construction activities are temporary, and would be similar in character to other types of development construction that typically occur within the City. Therefore, these activities would not represent a significant visual impact.

**Operation**

Upon completion of construction, the long-term visual character of the project would be established, which consists of the final building structures, the architectural design, and associated landscaping. The project would change the existing visual character of the project site from a one-story bowling alley and associated paved parking lot to a new three-story townhomes development consisting of 58 residential units.

Views of the three-story residential buildings onsite would be available from Kiely Boulevard, Moonlite Shopping Center, and immediately adjacent surrounding residential neighborhoods. The existing 6- to 10-foot tall concrete wall and 7-foot tall wooden fence are located along the eastern and southern boundaries of the site, respectively, limit the availability of views of the project site from the residential neighborhoods directly east and south of the site. The scale of the new buildings would be taller and cover the majority of the project site in comparison to existing conditions. However, the design of the project would be consistent with the aesthetic goals and policies presented in the *City of Santa Clara 2010-2035 General Plan* (General Plan) for the project site and surrounding area. The project would be neutral in color and strategically designed to protect the integrity of neighboring residential communities.

Although implementation of the project would change the visual character of the site from the existing bowling alley to a multi-story residential development, the project would not substantially degrade the visual character of the area because the proposed residential land uses would be consistent with the residential land uses in the surrounding area. While the project would result in a structure that is taller than the existing surrounding residential neighborhoods, the project would comply with all policies in the General Plan including transition policies for new development adjacent to existing residential neighborhoods that promote high quality design and support and enhance the aesthetic quality and character of the area. Furthermore, the General Plan encourages redevelopment and reduction of the “strip-mall” look along the El Camino Real Corridor. As such, the project would improve the visual character of the project site, in compliance with policies outlined in the General Plan.

The project will also be subject to review by the City’s Architectural Committee, which will ensure the project conforms to Santa Clara’s adopted Community Design Guidelines. The guidelines were developed to support community aesthetic values, preserve neighborhood character, and promote a sense of community and place throughout the City. Given all of the foregoing considerations, the project would not substantially degrade the existing visual character or quality of the site and its surroundings, and the impact would be less than significant.

**d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Less than Significant with Mitigation Incorporated)**

There are many sources of existing light and glare in the area. Existing sources of light within the project area are primarily from streetlights and headlights of vehicular traffic associated with Kiely Boulevard and El Camino Real. Sources of daytime glare in the vicinity of the project site include light reflected from surrounding building and car windows. Other sources of light include lighting elements typical for commercial buildings and residential neighborhoods (e.g., storefront lights, porch lights, streetlights, etc.). External nighttime lighting from buildings and residences near the project site contribute low levels of nighttime glare.

The project would generate new sources of light and glare on the project site. The proposed buildings would be taller and include reflective surfaces, such as windows, that could create glare. The new development would also include street and sidewalk lighting throughout the site. The introduction of light and glare from the project would be substantially greater than under existing conditions; this is considered a potentially significant impact. Implementation of the following mitigation measures would ensure that the applicant utilizes proper lighting technology to reduce light and glare impacts of the development, thereby reducing this potential impact to a less-than-significant level.

**Mitigation Measure AES-1:** The project developer shall install low-profile, low-intensity lighting directed downward to minimize light and glare.

**Mitigation Measure AES-2:** High-intensity outdoor lighting on individual homes and structures shall be prohibited.

**Mitigation Measure AES-3:** The project developer shall use shielded fixtures for street and walkway lighting to minimize glare produced by the lighting on the project site.

## II Agriculture and Forest Resources

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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**Would the project:**

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?

b) Conflict with existing zoning for agricultural use, or with a Williamson Act contract?

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Setting

The project site is located in the urban Community Mixed Use and Regional Mixed Use corridor within the City. The project site is currently designated “Regional Mixed Use (RMU)”, and zoned “Community Commercial (CC)”. The site is fully developed.

The Farmland Mapping and Monitoring Program (FMMP) compiles Important Farmland Maps combining current land use information with U.S. Department of Agriculture-Natural Resources Conservation Service soil survey data. The project site falls within the map unit classified as “Urban and Built-Up Land.” The U.S. Department of Agriculture, Natural Resources Conservation Service soil map delineates the project site as Urban Land, with the farmland classification Not Prime Farmland. The Department of Conservation’s Santa Clara County Important Farmland 2014 map identifies Santa Clara as Urban and Built-Up Land.<sup>3</sup>

**a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use? (No Impact)**

As stated above, the project site is not located in an area designated “Prime Farmland,” “Unique Farmland,” or “Farmland of State Importance” by FMMP and would not convert agricultural lands to non-agricultural uses. There are no active agricultural lands on or adjacent to the property site. Therefore, the project would not impact Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

**b) Conflict with existing zoning for agricultural use, or with a Williamson Act contract? (No Impact)**

There are no zones designated for agricultural uses in the City’s General Plan Land Use Map. As such, the project would not conflict with existing zoning for agricultural use. According to the Department of Conservation’s Santa Clara County Williamson Act FY 2015/2016 map, the project site is not subject to any

<sup>3</sup> Department of Conservation, 2016. *Santa Clara County Important Farmland 2014*. Accessed September 29, 2017. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/scl14.pdf>.

Williamson Act contracts.<sup>4</sup> Therefore, the project would not impact existing agricultural zoning or Williamson Acts Contracts.

**c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (No Impact)**

**and**

**d) Result in the loss of forest land or conversion of forest land to non-forest use? (No Impact)**

**and**

**e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (No Impact)**

As previously discussed, the project site is classified as “Urban and Built-Up Land” by the U.S. Department of Agriculture. There is no farmland or forest land located within the vicinity of the project site. Therefore, the project would not impact agricultural or forest lands.

### III Air Quality

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>4</sup> Department of Conservation, 2016. *Santa Clara County Williamson Act FY 2015/2016*. Accessed September 29, 2017. [ftp://ftp.consrv.ca.gov/pub/dlrp/wa/SantaClara\\_15\\_16\\_WA.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/wa/SantaClara_15_16_WA.pdf)

d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Setting

Illingworth & Rodkin prepared an Air Quality and Greenhouse Gas Emissions Assessment in October 2017 to identify and evaluate the potential air quality effects related to the project (see **Appendix A**).

The project site is located within the San Francisco Area Air Basin (Air Basin) under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The BAAQMD published CEQA Air Quality Guidelines that are used in this assessment to evaluate air quality impacts of projects.<sup>5</sup>

Ambient air quality standards have been established at both the State and Federal level. The Air Basin meets all such ambient air quality standards requirements, with the exception of ground-level ozone (O<sub>3</sub>), respirable particulate matter (PM<sub>10</sub>), and fine particulate matter (PM<sub>2.5</sub>).

High O<sub>3</sub> levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>). These precursor pollutants react under certain meteorological conditions to form high O<sub>3</sub> levels. Controlling the emissions of these precursor pollutants is the focus of the San Francisco Bay Area's (Bay Area) attempts to reduce O<sub>3</sub> levels.

Particulate matter (PM) is another problematic air pollutant in the Bay Area and is assessed and measured in terms of particle size. Particles with a diameter of 10 micrometers or less (PM<sub>10</sub>) and fine particulate matter with a diameter of 2.5 micrometers or less (PM<sub>2.5</sub>) are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, and increase mortality.

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer). TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and Federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue.

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

<sup>5</sup> Bay Area Air Quality Management District, 2017. *BAAQMD CEQA Air Quality Guidelines*. May.

The closest off-site sensitive receptors are single-family homes to the west across Kiely Boulevard, single-family homes to the south, and a condominium complex to the east and southeast (see **Figure 2**).

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA (see **Table 2**). These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA.

**Table 2 Air Quality Significance Thresholds**

Pollutant	Construction Thresholds		Operational Thresholds	
	Average Daily Emissions (lbs./day)		Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
<b>Criteria Air Pollutants</b>				
ROG	54		54	10
NO <sub>x</sub>	54		54	10
PM <sub>10</sub>	82 (Exhaust)		82	15
PM <sub>2.5</sub>	54 (Exhaust)		54	10
CO	Not Applicable		9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices		Not Applicable	
<b>Health Risks and Hazards for New Sources</b>				
Excess Cancer Risk			10 per one million	
Chronic or Acute Hazard Index			1.0	
Incremental annual average PM <sub>2.5</sub>			0.3 µg/m <sup>3</sup>	
<b>Health Risks and Hazards for Sensitive Receptors</b>	<b>Single Sources Within 1,000-foot Zone of Influence</b>		<b>Combined Sources (Cumulative from all sources within 1,000 foot zone of influence)</b>	
Excess Cancer Risk	>10 per one million		>100 per one million	
Chronic Hazard Index	>1.0		>10.0	
Annual Average PM <sub>2.5</sub>	>0.3 µg/m <sup>3</sup>		>0.8 µg/m <sup>3</sup>	
<b>Greenhouse Gas Emissions</b>				
GHG Annual Emissions				
Compliance with a Qualified GHG Reduction Strategy				
OR				
1,100 metric tons or 4.6 metric tons per capita				
Note: ROG = reactive organic gases, NO <sub>x</sub> = nitrogen oxides, PM <sub>10</sub> = coarse particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM <sub>2.5</sub> = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; µg/m <sup>3</sup> = micrograms per cubic meter; ppm = parts per million; and GHG = greenhouse gas.				

Source: Illingworth & Rodkin, 2017

**a) Conflict with or obstruct implementation of the applicable air quality plan? (Less than Significant)**

The most recent clean air plan is the Bay Area 2017 Clean Air Plan. The proposed project would not conflict with the latest Clean Air planning efforts since, 1) the project would have emissions well below the BAAQMD

criteria pollutant thresholds (see III.b), 2) development would be near existing transit with regional connections, and 3) the project would be considered urban infill. At 58 dwelling units, the project is too small to exceed any of the criteria pollutant significance thresholds and, thus, it is not required to incorporate project-specific transportation control measures listed in the latest Clean Air Plan. This impact would be less than significant.

**b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Less than Significant with Mitigation Incorporated)**

The Bay Area is considered a non-attainment area for ground-level O<sub>3</sub> and PM<sub>2.5</sub> under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM<sub>10</sub> under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for CO. As part of an effort to attain and maintain ambient air quality standards for O<sub>3</sub> and PM<sub>10</sub>, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O<sub>3</sub> precursor pollutants (ROG and NO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub> and apply to both construction period and operational period impacts.

**Construction**

The California Emissions Estimator Model (CalEEMod) Version 2013.2.2 was used to predict emissions from construction of the site assuming full build out of the project. The project land use types and size, and anticipated construction schedule were input to this modelling software (see **Appendix A**). As indicated in **Table 3**, estimated project emissions would not exceed the BAAQMD significance thresholds.

**Table 3 Construction Period Emissions**

Scenario	ROG	NOx	PM <sub>10</sub> Exhaust	PM <sub>2.5</sub> Exhaust
Construction Emissions (tons)	0.96 tons	0.98 tons	0.05 tons	0.05 tons
Average Daily Emissions (pounds) <sup>1</sup>	4.6 lbs.	4.7 lbs.	0.2 lbs.	0.2 lbs.
BAAQMD Thresholds (pounds per day)	54 lbs.	54 lbs.	82 lbs.	54 lbs.
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Note<sup>1</sup>: Assumes 440 workdays based on a 20-month construction period.

Source: Illingworth & Rodkin, 2017

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM<sub>10</sub> and PM<sub>2.5</sub>. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are implemented to reduce these emissions. **Mitigation Measure AQ-1** would implement

BAAQMD-recommended best management practices, thereby reducing this impact to a less-than-significant level.

***Mitigation Measure AQ-1:*** During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District's phone number shall also be visible to ensure compliance with applicable regulations.

## **Operation**

In the 2017 update to the CEQA Air Quality Guidelines, BAAQMD identified screening criteria for the sizes of land use projects that could result in significant air pollutant emissions. For operational impacts, the screening project size is identified at 494 dwelling units. Multi-family projects of smaller size would be expected to have less-than-significant impacts with respect to operational-period emissions. Since the project proposes 58 dwelling units, it is concluded that emissions would be below the BAAQMD significance thresholds for the operational period. Furthermore, stationary sources of air pollution (e.g., back-up generators) have not been identified with this project. This operational impact would be less than significant.

### **c) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Less than Significant)**

As discussed under **III.b**, the project would have emissions less than the BAAQMD screening size for evaluating impacts related to O<sub>3</sub> and particulate matter. Therefore, the project would not contribute substantially to existing or projected violations of those standards. Carbon monoxide emissions from traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of CO. Air pollutant monitoring data indicate that CO levels have been at healthy levels (i.e., below State and Federal standards) in the Bay Area since the early 1990s. As a result, the region has been designated as in attainment for the standard. The highest measured level over any 8-hour averaging period during the last 3 years in the Bay Area is less than 3.0 parts per million (ppm), compared to the ambient air quality standard of

9.0 ppm. Intersections affected by the project would have traffic volumes less than the BAAQMD screening criteria and, thus, would not cause a violation of an ambient air quality standard or have a considerable contribution to cumulative violations of these standards.<sup>6</sup> This impact would be less than significant.

**d) Expose sensitive receptors to substantial pollutant concentrations? (Less than Significant with Mitigation Incorporated)**

**Construction**

Construction activities, particularly during site preparation and grading would temporarily generate fugitive dust in the form of PM<sub>10</sub> and PM<sub>2.5</sub>. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are employed to reduce these emissions (**Mitigation Measure AQ-1**).

Construction equipment and associated heavy-duty truck traffic generate diesel exhaust, which is a known TAC. Diesel exhaust poses potential health and nuisance impacts to nearby receptors. A community risk assessment of the project construction activities was conducted that evaluated potential health effects to sensitive receptors at nearby residences from construction emissions of DPM and PM<sub>2.5</sub>. A dispersion model was used to predict the off-site DPM and PM<sub>2.5</sub> concentrations resulting from project construction so that lifetime cancer risks could be predicted (see **Appendix A**).

The maximum modeled DPM and PM<sub>2.5</sub> concentrations occurred on the first floor of a residence adjacent to the southern project site boundary. Results of this assessment indicate that for project construction the incremental residential infant cancer risk at the maximally exposed individual (MEI) receptor would be 20.1 in one million and the maximum incremental residential adult cancer risk would be 0.4 in one million. The maximum increased cancer risk for an infant exposure would be above the BAAQMD significance threshold of a cancer risk of 10 in one million or greater, and would be a potentially significant impact. **Mitigation Measure AQ-2** would reduce risks associated with construction emissions, and increased cancer risk, to a less-than-significant level.

**Mitigation Measure AQ-2:** The project shall develop a plan demonstrating that the off-road equipment used to on-site to construct the project would achieve a fleet-wide average of at least 51 percent reduction in DPM emissions. One feasible plan to achieve this reduction would include the following:

- All mobile diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent.
- All diesel-powered portable equipment (i.e., aerial lifts, air compressors, and forklifts) operating on the site for more than two days shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent.
- Note that the construction contractors could use other measures to minimize construction period DPM emissions to reduce the estimated cancer risk below the thresholds. The use of

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<sup>6</sup> For a land-use project type, the BAAQMD CEQA Air Quality Guidelines state that a proposed project would result in a less than significant impact to localized carbon monoxide concentrations if the project would not increase traffic at affected intersections with more than 44,000 vehicles per hour.

equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.

Implementation of **Mitigation Measure AQ-1** would reduce exhaust emissions by 5 percent and fugitive dust emissions by over 50 percent. Implementation of **Mitigation Measure AQ-2** would further reduce on-site diesel exhaust emissions. With mitigation, the computed maximum increased residential child cancer risk for construction would be 5.3 in one million for cancer risk. This cancer risk would be below the BAAQMD threshold of 10 per one million for cancer risk, resulting in a less-than-significant impact.

The maximum modeled annual PM<sub>2.5</sub> concentration was 0.2 micrograms per cubic meter (µg/m<sup>3</sup>) occurring at the same location where the maximum cancer risk would occur. This PM<sub>2.5</sub> concentration is below the BAAQMD significance threshold of 0.3 µg/m<sup>3</sup>, and would be considered a less-than-significant impact.

Potential non-cancer health effects due to chronic exposure to DPM were evaluated based on the chronic inhalation reference exposure level for DPM of 5 µg/m<sup>3</sup>. The maximum predicted annual DPM concentration from construction activities traffic was 0.0663 µg/m<sup>3</sup>, occurring at the same receptor that had the maximum cancer risk. The Hazard Index (HI), which is the ratio of the annual DPM concentration to the reference exposure level, is 0.01. This HI is lower than the BAAQMD significance criterion of HI >1.0. As such, this would be a less-than-significant impact.

#### Combined Construction Risk Assessment

The combined risk was computed by adding the effects of construction activities with nearby traffic risk. Construction risks from the project are based on those impacts described above. As shown in **Table 4**, these combined risk levels were found to be below the significance thresholds.

**Table 4 Combined Cancer Risks, PM2.5 Concentrations, and Hazard Index at Construction MEI**

Source	Maximum Cancer Risk (per million)	PM2.5 concentration (µg/m <sup>3</sup> )	Acute and Chronic Hazard (HI)
Project Construction	20.1	0.2	0.01
Kiely Boulevard	<3.1	<0.2	<0.01
El Camino Real	<2.3	<0.09	<0.03
Truck Deliveries at Moonlite Shopping Center	<0.6	<0.01	<0.01
Total	26.1	<0.5	<0.06
<b>BAAQMD Threshold</b>	<b>100</b>	<b>10.0</b>	<b>0.8</b>
Significant?	No	No	No

Source: Illingworth & Rodkin, 2017

## Operation

Operational impacts related to increased community risk can occur either by introducing a new sensitive receptor, such as a residential use, in proximity to an existing source of TACs or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity. The BAAQMD recommends using a 1,000-foot screening radius around a project site for purposes of identifying community health risk from siting a new sensitive receptor or a new source of TACs.

Operation of the project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels. No stationary sources of TACs, such as generators, are proposed as part of the project.

The project would include new sensitive receptors in the form of residences. Substantial sources of air pollution can adversely affect sensitive receptors proposed as part of new projects. A review of the area indicates that Kiely Boulevard and El Camino Real are within 1,000 feet of the site and can adversely affect new residences. In addition, daily truck deliveries to the Moonlite Shopping Center were evaluated for community risk impacts to proposed residences. A review of BAAQMD's *Stationary Source Screening Analysis Tool* did not reveal any nearby stationary sources with significant risk. There are thresholds that address both the impact of single and cumulative TAC sources upon projects that include new sensitive receptors (see **Table 2**).

Traffic on high volume roadways is a source of TAC emissions that may adversely affect sensitive receptors in close proximity to the roadway. For local roadways, BAAQMD has provided the *Roadway Screening Analysis Calculator* to assess whether roadways with traffic volumes of over 10,000 vehicles per day may have a potentially significant effect on a proposed project. Using the BAAQMD *Roadway Screening Analysis Calculator* for Santa Clara County for east-west directional roadways and at a distance of approximately 550 south of the roadway, estimated cancer risk from El Camino Real at the project site would be 2.3 per million and PM<sub>2.5</sub> concentration would be 0.09 µg/m<sup>3</sup>. Potential risk from El Camino Real would be below the BAAQMD significance thresholds for community risk from single sources, but potential risk on Kiely Boulevard would exceed the BAAQMD cancer risk threshold using screening methods. Therefore, a refined analysis of impacts of TACs and annual PM<sub>2.5</sub> to new sensitive receptors was conducted to evaluate potential cancer risks and PM<sub>2.5</sub> concentrations from traffic on Kiely Boulevard and from diesel fueled delivery trucks for at the Moonlite Shopping Center that utilize the alley behind the shopping center adjacent to the project site (see **Appendix A**).

The maximum modeled TAC and PM<sub>2.5</sub> concentrations from Kiely Boulevard traffic occurred at the first floor level in the residential building closest to Kiely Boulevard. TAC and PM<sub>2.5</sub> concentrations from Kiely Boulevard traffic at the project site would decrease with distance from the roadway and with increasing height (floor levels). The maximum increased lifetime cancer risk and annual PM<sub>2.5</sub> concentrations for new residents at the project site from Kiely Boulevard are shown in **Table 5**. The cancer risk, non-cancer health impact, and PM<sub>2.5</sub> concentration are all below the respective BAAQMD significance thresholds.

Delivery trucks for businesses at the Moonlite Shopping Center next to the project site utilize the alley behind the shopping center. Since the alley is next to the project site, potential impacts to the new project residents from the shopping center delivery trucks were evaluated assuming a worst-case scenario in terms of modeling operational TAC risk (see **Appendix A**). The maximum increased lifetime cancer risk and annual PM<sub>2.5</sub> concentrations for new residents at the project site from the delivery trucks are shown in **Table 5**. The cancer risk, non-cancer health impact, and PM<sub>2.5</sub> concentration are all below the respective BAAQMD significance thresholds.

**Table 5 Operational TAC**

Source	30-Year Adult Cancer Risk (per million)	Annual PM2.5 (µg/m <sup>3</sup> )	Acute or Chronic Hazard Index
Kiely Boulevard Traffic Community Risk Levels at Project Dwelling Units			
Maximum Kiely Boulevard Emissions	3.1	0.2	<0.01
<b>BAAQMD Single Source Threshold</b>	<b>10.0</b>	<b>0.3</b>	<b>1.0</b>
Significant?	No	No	No
Delivery Truck Traffic Community Risk Levels at Project Dwelling Units			
Truck Deliveries at Moonlite Shopping Center	0.6	<0.01	<0.01
<b>BAAQMD Single Source Threshold</b>	<b>10.0</b>	<b>0.3</b>	<b>1.0</b>
Significant?	No	No	No

Source: Illingworth & Rodkin, 2017

### Combined Operational Risk Impacts

As discussed above, the project site is affected by multiple sources of TACs. **Table 6** shows the cancer risk associated with each source affecting the project site. The sum of impacts from combined sources (i.e., sources within 1,000 feet of the project) would be below the BAAQMD thresholds. Therefore, the combined impact from operational community risk at the project site would be considered less-than-significant.

**Table 6 Impacts from Combined Sources at Project Site**

Source	Maximum Cancer Risk (per million)	PM2.5 concentration (µg/m <sup>3</sup> )	Acute and Chronic Hazard (HI)
Kiely Boulevard	3.1	0.2	<0.01
El Camino Real at 550 feet	2.3	0.09	<0.03
Truck Deliveries at Moonlite Shopping Center	0.6	<0.01	<0.01
<i>Combined Sources</i>	<i>6.0</i>	<i>&lt;0.3</i>	<i>&lt;0.05</i>
<b>BAAQMD Threshold</b>	<b>100</b>	<b>10.0</b>	<b>0.8</b>
Significant?	No	No	No

Source: Illingworth & Rodkin, 2017

**e) Create objectionable odors affecting a substantial number of people? (Less than Significant)**

The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors. However, they would be localized and are not likely to adversely affect people off-site by resulting in confirmed odor complaints. The project would not include any sources of significant odors that would cause complaints from surrounding uses. This would be a less-than-significant impact.

**IV Biological Resources**

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Have a substantial adverse impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to: marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, Regional, or state habitat Conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Setting

Pacific Biology evaluated biologic resources on the project site on August 4, 2015 and again on October 6, 2017 (see **Appendix B**). The project site is located in an urban area and is surrounded by residential and commercial development. The project site is completely developed, and includes a bowling alley, a paved parking lot, and small mature trees that were planted on the site, including species such as Chinese elm, olive, African fern pine, and Monterey pine.<sup>7</sup> Ground cover vegetation consists of non-native species such as ivy and ornamental shrubs. There are no areas of natural habitat on the project site. Saratoga Creek is located approximately 720 feet east of the project site.

**a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less than Significant with Mitigation Incorporated)**

The California Natural Diversity Data Base (CNDDDB) was reviewed to identify the location of special-status species documented in areas surrounding the project site, and the suitability of onsite habitats to support special-status species was evaluated during the site visit conducted by Pacific Biology in August 2015. Based on CNDDDB, no special-status species have been documented on the project site or within approximately 2 miles of the project site. The project site does not provide suitable habitat for any regionally occurring special-status plant or wildlife species for the following reasons: (1) the site is in a developed urban area and is isolated from areas of natural habitat; (2) the site is developed/paved; and (3) there are no small mammal burrows on or near the site which could be used by burrowing owls (*Athene cunicularia*), a ground dwelling special-status bird species known to exist in the project region.

However, given that the Moonlite Lanes bowling alley is no longer in use at the project site, there is a possibility that roosting bats could occupy the building. Saratoga Creek (located approximately 720 feet to the east) provides potential bat foraging habitat. It is possible that special status bats, such as pallid bat (*antrozous pallidus*), could roost in the building. Implementation of Mitigation Measure BIO-1 would reduce potential impacts special-status bats to a less-than-significant level.

**Mitigation Measure BIO-1:** Prior to building demolition, a qualified bat biologist shall conduct a focused habitat assessment. The habitat assessment shall be conducted enough in advance to ensure that the commencement of building demolition can be scheduled during seasonal periods of bat

<sup>7</sup> An Arborist Report was prepared for the project by HortScience in 2018 (see **Appendix C**).

activity if required. If no signs of day roosting activity are observed, no further actions will be required. If bats or signs of day roosting by bats are observed, a qualified bat biologist will prepare specific recommendations for either partial dismantling to cause bats to abandon the roost, or humane eviction, both to be conducted during seasonal periods of bat activity if required.

Trees on and bordering the project site provide potential nesting habitat for common, urban adapted bird species. The active nests of most native bird species are protected by the Migratory Bird Treaty Act (16 U.S.C. 704) and the California Fish and Game Code (Section 3503). The proposed project requires the removal of approximately 32 trees, which could result in the loss of active bird nests. Additionally, construction period noise has the potential to disturb nesting birds in the vicinity of the project site. The loss of an active bird nest protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code would be considered a potentially significant impact. Implementation of the following mitigation measure would reduce the potentially significant impact to a less-than-significant level:

***Mitigation Measure BIO-2:*** If construction activities commence any time during the nesting/breeding season of native bird species potentially nesting near the site (typically February through August in the project region), a pre-construction survey for nesting birds would be conducted by a qualified biologist within two weeks of the commencement of construction activities.

If active nests are found in areas that could be directly affected or are within 200 feet of construction and would be subject to prolonged construction-related noise, a no-disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them will be determined by taking into account the following factors:

- Noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity;
- Distance and amount of vegetation or other screening between the construction site and the nest; and
- Sensitivity of individual nesting species and behaviors of the nesting birds.

**b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less than Significant)**

During the August 2015 site visit, a search was conducted for riparian habitats and other sensitive plant communities. It was confirmed that there are no riparian habitats or other sensitive plant communities on the project site. The nearest riparian site is the Saratoga Creek located approximately 720 feet east of the project site. As discussed in more detail below in **IX, Hydrology and Water Quality**, degradation of surface water quality could occur during the construction and operational phases of the project from pollutants and/or sediment entering surface runoff from the site, which could ultimately reach Saratoga Creek. However, Standard Permit Conditions would require the project to implement a Stormwater Pollution Prevention Plan (SWPPP) with BMPs during construction activities to protect water quality from potential contaminants in stormwater runoff emanating from the project site. The project would also be subject to the requirements of Provision C.3 of the Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit. In addition to compliance with the provisions of the NPDES, SWPPP, and BMPs, the project would include onsite bio-treatment areas that would remove pollutants before they reach the storm

drain system. Therefore, the project would have a less-than-significant impact to riparian habitats and other sensitive plant communities.

**c) Have a substantial adverse impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to: marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Less than Significant)**

As previously mentioned, the nearest water feature is the Saratoga Creek located approximately 720 feet east of the project site. The project would not directly affect the Saratoga Creek; however, there is potential for indirect affects through surface water runoff. As described in **4.b** above, the project would comply with the provisions of the NPDES, SWPPP, and BMPs. Therefore, the project would have a less-than-significant impact to federally protected wetlands and other waters.

**d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (No Impact)**

Wildlife corridors are described as pathways or habitat linkages that connect discrete areas of natural open space otherwise separated or fragmented by topography, changes in vegetation, and other natural or manmade obstacles such as urbanization. The project site is fully developed and is surrounded by residential and commercial development and does not connect areas of natural open space. Therefore, the project site is not part of an expected wildlife movement corridor. The nearest riparian habitat is the Saratoga Creek located approximately 720 feet east of the project site. The project site is separated from the Saratoga Creek by residential development and thus no direct connection to the creek exists. For these reasons, the project would not substantially interfere with the local or regional movement of wildlife species and there would be no impact.

**e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Less than Significant with Mitigation Incorporated)**

Santa Clara City Code (City Code) 12.35.020 requires a permit for the removal of a street tree or a tree in a public place. The General Plan also includes policies for tree protection (5.10.1-P3<sup>8</sup> and 5.10.1-P4<sup>9</sup>) and tree replacement (5.3.1-P10<sup>10</sup>). The proposed project includes the removal of 33 trees located within the project site (see **Appendix C**). None of these trees are heritage trees identified by General Plan Policy 5.10.1-P3.

To meet the 2:1 replanting ratio established by General Plan Policy 5.3.1-P10, the project applicant proposes the installation of 83 new trees within the project site. Given this, the project would not conflict with the City's tree preservation policy or ordinance and the project would have a less-than-significant impact associated with tree removal.

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<sup>8</sup> Require preservation of all City-designated heritage trees listed in the Heritage Tree Appendix 8.10 of the General Plan.

<sup>9</sup> Protect all healthy cedars, redwoods, oaks, olives, bay laurel and pepper trees of any size, and all other trees over 36 inches in circumference measured from 48 inches above-grade on private and public property as well as in the public right-of-way.

<sup>10</sup> Provide opportunities for increased landscaping and trees in the community, including requirements for new development to provide street trees and a minimum 2:1 on- or off-site replacement for trees removed as part of the proposal to help increase the urban forest and minimize the heat island effect.

Five coast redwoods growing on the southern property line would be preserved by the project. Impacts to these trees could be potentially significant if tree protection measures required by General Plan policy 5.10.1-P4 are not incorporated during construction. Implementation of the **Mitigation Measures BIO-3a** through **BIO-3d** would protect these trees, thus reducing impacts to a less-than-significant level:

**Mitigation Measure BIO-3a:** The following measures shall be implemented during the plan check phase:

- All plans affecting trees shall be reviewed by the City Arborist with regard to tree impacts. These include, but are not limited to, demolition plans, grading and utility plans, landscape and irrigation plans.
- A Tree Protection Zone shall be established around each tree to be preserved. No grading, excavation, construction, or storage of materials shall occur within that zone. The Tree Protection Zone for off-site trees #404-408 shall be established at the property line to the south and at the dripline in all other directions.
- Underground services including utilities, sub-drains, water, or sewer shall be routed around the Tree Protection Zone. Where encroachment cannot be avoided, special construction techniques such as hand digging or tunneling under roots shall be employed where necessary to minimize root injury.
- Tree Preservation Notes, prepared by the City Arborist, shall be included on all plans.
- Irrigation systems must be designed so that no trenching will occur within the Tree Protection Zone.
- Herbicides placed under paving materials must be safe for use around trees and labeled for that use.

**Mitigation Measure BIO-3b:** The following measures shall be implemented prior to construction:

- Prior to beginning work, the contractors working in the vicinity of trees to be preserved are required to meet with the City Arborist at the site to review all work procedures, access routes, storage areas, and tree protection measures.
- Fence trees to completely enclose the Tree Protection Zone prior to demolition, grubbing or grading. Fences shall be 6-foot chain link or equivalent as approved by the City. Fences are to remain until all grading and construction is completed.
- Where possible, cap and abandon all existing underground utilities within the Tree Protection Zone in place. Removal of utility boxes by hand is acceptable but no trenching shall be performed within the Tree Protection Zone in an effort to remove utilities, irrigation lines, etc.
- If structures and underground features have to be removed within the Tree Protection Zone, it shall be done by hand or using the smallest equipment, and operate from outside the Tree Protection Zone. The Consulting Arborist shall be onsite during all operations within the Tree Protection Zone to monitor demolition activity.
- Pruning of trees to be preserved may be required to clean the crown and to provide clearance. Any pruning of off-site trees should be performed with the property owner's permission. All pruning shall be done by a State of California Licensed Tree Contractor (C61/D49). All pruning shall be

done by Certified Arborist or Certified Tree Worker in accordance with the Best Management Practices for Pruning (International Society of Arboriculture, 2002) and adhere to the most recent editions of the American National Standard for Tree Care Operations (Z133.1) and Pruning (A300).

- Apply and maintain 4-6 inches of wood chip mulch within the Tree Protection Zone.

***Mitigation Measure BIO-3c:*** The following measures shall be implemented during construction:

- Any excavation within the dripline or other work that is expected to encounter tree roots should be approved and monitored by the Consulting Arborist. Roots shall be cut by manually digging a trench and cutting exposed roots with a sharp saw. The Consulting Arborist will identify where root pruning is required.
- Construction trailers, traffic and storage areas must remain outside fenced areas at all times.
- Prior to grading, pad preparation, excavation for foundations/footings/walls, trenching, trees may require root pruning outside the Tree Protection Zone by cutting all roots cleanly to the depth of the excavation. Roots shall be cut by manually digging a trench and cutting exposed roots with a saw, with a vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root pruning equipment. The Consulting Arborist will identify where root pruning is required.
- All underground utilities, drain lines, or irrigation lines shall be routed outside the Tree Protection Zone. If lines must traverse through the protection area, they shall be tunneled or bored under the tree as directed by the Consulting Arborist.
- If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.
- Any root pruning required for construction purposes shall receive the prior approval of and be supervised by the Consulting Arborist.
- No excess soil, chemicals, debris, equipment, or other materials shall be dumped or stored within the Tree Protection Zone.

***Mitigation Measure BIO-3d:*** The Consulting Arborist shall prepare a post-construction monitoring plan for trees preserved at the project site to address pruning, fertilization, mulch, hazard inspection, pest management, replanting, and irrigation requirements.

**f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, Regional, or state habitat Conservation plan? (No Impact)**

The site is not part of an existing Habitat Conservation Plan or Natural Communities Conservation Plan or any other local, regional, or State habitat conservation plan. As such, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan, and there would be no impact.

## V Cultural Resources

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic features?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Setting

Basin Research Associates prepared a Cultural Resources Assessment Report (CRAR) to evaluate the project's potential impacts to cultural and historic resources (see **Appendix D**). The CRAR provides the results of a records search conducted by the California Historical Resources Information System, Northwest Information Center (CHRIS/NWIC); a limited literature review; Native American Heritage Commission consultation; an architectural field review of the existing building; and a discussion of potential impacts and proposed mitigation measures.

**a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? (No Impact)**

According to the CRAR, the Moonlite Lanes building is not eligible for listing in the California Register of Historical Resources under the Significance Criteria 1, 2, or 3 of the Public Resources Code Section 5024.1. The CRAR also concludes that the building is not a contributing resource to a California Register eligible historic district, nor does the building appear to be eligible under the City of Santa Clara "Criteria for Local Significance" as it is not culturally, historically, or architecturally significant. Therefore, the project would have no impact on historic resources.

**b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064.5? (Less than Significant With Mitigation Incorporated)**

According to the General Plan EIR, the Santa Clara Valley was home to one of the largest concentrations of Native American people in North America. The CRAR considers soil type, proximity to water resources, and other factors to determine the potential sensitivity of the project area to contain undiscovered or unrecorded archaeological resources. As stated in the CRAR, the project site is located approximately 1.4 miles west of

the City's *Archeologically Sensitive Boundaries* and/or the *Boundaries of Identified Archaeological Sensitive Area*. No prehistoric archaeological sites have been recorded within 0.25 mile from or immediately adjacent to the project site. Moreover, the project site is fully developed and has been subjected to development activities since the 1960's, during which no unexpected archaeological discoveries have been made. Therefore, there is low potential for the discovery of significant subsurface archaeological materials during construction within the project site.

However, previously unidentified cultural resources have the potential to be present within the project site. In particular, prehistoric Native American habitation and burial sites, as well as artifacts, have the potential to be unearthed during construction of the project site. Tribes who occupied the Santa Clara Valley for a length of approximately 5,000 to 8,000 years were known to utilize riparian and inland resources due to accessibility, protection from seasonal flooding, and the availability of food and other resources. Given the project site's location within the Santa Clara Valley, and its close proximity to Saratoga Creek, Native American cultural resources could potentially be discovered during project construction. In the event any unknown cultural resources are discovered during site development, **Mitigation Measure CUL-1** would reduce impacts to a less-than-significant level.

**Mitigation Measure CUL-1:** The following measures would be implemented during project construction:

- The project applicant shall note on any plans that require ground disturbing excavation that there is potential for exposing buried cultural resources, including prehistoric Native American burials.
- The project proponent shall retain a Professional Archaeologist to provide preconstruction briefing(s) to supervisory personnel of any excavation contractor to alert them to the possibility of exposing significant prehistoric archaeological resources within the project site. The briefing shall discuss any archaeological objects that could be exposed, the need to stop excavation at the discovery, and the procedures to follow regarding discovery protection and notification of the project proponent and archaeological team. An "Alert Sheet" shall be posted in conspicuous locations at the project site to alert personnel to the procedures and protocols to follow for the discovery of potentially significant prehistoric archaeological resources.
- The project applicant shall retain a Professional Archaeologist on an "on-call" basis during ground disturbing construction to review, identify, and evaluate cultural resources that may be inadvertently exposed during construction. In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director of Community Development will be notified, and the archaeologist will examine to determine if they are historical resource(s) and/or unique archaeological resources.
- If the Professional Archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project applicant, the City of Santa Clara Director of Community Development, and other appropriate parties of the evaluation and recommended mitigation measures in accordance with California Public Resources Code Section 15064.5. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing, and data recovery, among

other options. An Archaeological Monitoring Plan will be prepared by the Project Archaeologist if significant archaeological deposits are exposed during ground disturbing construction for implementation following review and approval by the Director of Community Development.

- A Monitoring Closure Report shall be submitted to the Director of Community Development at the conclusion of ground disturbing construction if archaeological and Native American monitoring of excavation was undertaken documenting any data recovery during monitoring.

**c) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic features? (Less than Significant with Mitigation Incorporated)**

According to the General Plan EIR, the City is situated on alluvial fan deposits of the Holocene age. These sediments have low potential to yield fossil resources or to contain significant paleontological resources. Moreover, the project site has been previously developed with urban land uses; therefore, there is low potential for directly or indirectly destroying unique resources, sites, or features within the project site. Nonetheless, there remains potential to encounter unknown paleontological resources during construction; this is considered a potentially significant impact. In the event that paleontological resources are discovered during site development, implementation of **Mitigation Measure CUL-2** would reduce impacts associated with the project to a less-than-significant level.

***Mitigation Measure CUL-2:*** A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should the potential for loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to minimize the impact.

**d) Disturb any human remains, including those interred outside of formal cemeteries? (Less than Significant with Mitigation Incorporated)**

As previously discussed, the project site is fully developed and has been subjected to development activities since 1960. Although unlikely, it is possible that unmarked burials may be unearthed during project construction. If human remains are uncovered, the project applicant would comply with the California Health and Safety Code Section 7050.5 regarding human remains, and the California Public Resources Code Section 5097.98 regarding the treatment of Native American human remains. Implementation of the **Mitigation Measure CUL-3** would reduce the potential impact to a less-than-significant level.

***Mitigation Measure CUL-3:*** If human resources are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped. The treatment of human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity within the project shall comply with applicable State laws. This shall include immediate notification of the Santa Clara County Medical Examiner and the City of Santa Clara. In the event of the coroner's determination that the human remains are of Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once the NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.

The project sponsor, archaeological consultant, and Most Likely Descendant shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The California Public Resources Code allows 48 hours to reach agreement on these matters. If the Most Likely Descendant and other parties do not agree on the reburial method, the project will follow Public Resources Code Section 5097.98(b) which states that “. . . the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.”

## VI Geology and Soils

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Expose people or structures to potential substantial adverse effects including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ii) Strong seismic ground shaking?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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iii) Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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iv) Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Would the project result in substantial soil erosion or the loss of topsoil?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

d) Be located on expansive soil, as defined in table 18-1b of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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## Setting

Cornerstone Earth Group prepared a preliminary Geotechnical Report for the project site in April, 2015 (see **Appendix E**). This report was used to determine any potential impacts to geology and soils as a result of project implementation. The geotechnical investigation determined that the project site is suitable to support development with adherence to the regulations and recommendations in this section.

The City of Santa Clara is located within the Coast Ranges geomorphic province of California, south of the San Francisco Bay. The San Francisco Bay Area is considered one of the most seismically active areas in the country and is subject to the effects of earthquakes. Santa Clara is within a relatively flat alluvial basin (less than 2 percent slope) and is underlain by strongly deformed sedimentary and metamorphic rocks.

Six historically active faults are located within 14.7 miles of the project site:

- Monte Vista-Shannon (approximately 5.5 miles from the project site)
- Hayward, Southeast Extension (approximately 8.5 miles from the project site)
- San Andreas (approximately 9.1 miles from the project site)
- Hayward, total length (approximately 11.1 miles from the project site)
- Calaveras (approximately 11.6 miles from the project site)
- Sargent (approximately 14.7 miles from the project site)

**a) Expose people or structures to potential substantial adverse effects including the risk of loss, injury or death involving:**

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (No Impact)**

The Alquist-Priolo Earthquake Fault Zoning Act (1972) and the Seismic Hazards Mapping Act (1990) direct the State Geologist to delineate regulatory zones to assist cities and counties in preventing the construction of buildings used for human occupancy on the surface trace of active faults. According to the California Department of Conservation, the project site is not located within an Alquist-Priolo Earthquake Fault Zone or a Santa Clara County Fault Hazard Zone; therefore, hazards associated with fault rupture are not present at the project site. No impact would occur.

**ii. Strong seismic ground shaking? (Less than Significant with Mitigation Incorporated)**

The City is in relative proximity to historically active faults; Monte Vista-Shannon is the closest active fault and lies approximately 5.5 miles from the project site. As such, there is potential for the project site to be subject to strong seismic ground shaking. The intensity of earthquake ground motions would depend on the characteristics of the generating fault, distance to the fault, and rupture zone, earthquake magnitude, earthquake duration, and site-specific geologic conditions. Adherence to **Mitigation Measure GEO-1** would ensure maximum practicable protection available to users of the buildings and associated infrastructure and the impacts resulting from strong seismic ground shaking would be less than significant.

***Mitigation Measure GEO-1:*** Project design and construction shall adhere to Title 15, Buildings, and Construction of the Santa Clara City Code, and comply with all design standards from the applicable California Building Code (in Title 24 of the California Code of Regulations).

**iii. Seismic-related ground failure, including liquefaction? (Less than Significant with Mitigation Incorporated)**

Liquefaction is considered a significant hazard in the City. The project site is located within a State-designated Liquefaction Hazard Zone as well as a Santa Clara County Liquefaction Hazard Zone. Geotechnical engineers collected boring samples at the project site for evaluation of the soils onsite. Soils generally encountered were stiff clays with variable amounts of sand. The geotechnical report determined there is low potential for structures to experience substantial liquefaction at the project site. However, given that the project site is located within State and local Liquefaction Hazard Zones, **Mitigation Measure GEO-2** would be incorporated to ensure that impacts associated with seismic-related ground failure and liquefaction would be less than significant.

***Mitigation Measure GEO-2:*** A complete site-specific geotechnical investigation report shall be completed. The report shall discuss and quantify the liquefaction and differential settlement potential for the site to a minimum depth of 50 feet and provide design recommendations for the project.

**iv. Landslides? (No impact)**

The City is located on a valley floor with a near flat topography. There are no steep or unstable slopes within the vicinity of the project site. According to the General Plan EIR, the City is not subject to landslide risks; landslide hazard mapping compiled by the County of Santa Clara shows the City as outside the landslide hazard zone. Therefore, no impact would occur.

**b) Would the project result in substantial soil erosion or the loss of topsoil? (Less than Significant)**

The project site is currently developed and is occupied by a bowling alley and associated paved parking areas. The existing building and asphalt would be demolished and removed as part of the project. Construction activities would be required to comply with the most current provisions of the California Building Code (CBC) in regards to grading, excavating, and earthwork construction. Soil erosion after construction would be controlled by implementation of approved landscape and irrigation plans, as needed. Furthermore, conformance to the City's grading standards and the County's Stormwater Management Plan would prevent substantial erosion as a result of construction and implementation associated with the project. Therefore, any impacts associated with substantial soil erosion or loss of topsoil would be less than significant.

**c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Less than Significant with Mitigation Incorporated)**

Loose unsaturated sandy soils can settle during strong seismic activity and become unstable. Unsaturated soils encountered at the site were predominately stiff to very stiff clays, and medium dense to dense sands. As such, the potential for significant seismic settlement and liquefaction at the project site is low. There are no open faces within a distance considered susceptible to lateral spreading. Given the flat nature of the project site and surrounding topography, no landslides would be expected. Thus the project is not located on a geologic unit or soil that is unstable or would be expected to become unstable. Incorporation of **Mitigation Measures GEO-1** and **GEO-2** above would ensure that any impacts associated with unstable soils would be less than significant.

**d) Be located on expansive soil, as defined in table 18-1b of the Uniform Building Code (1994), creating substantial risks to life or property? (Less than Significant with Mitigation Incorporated)**

Expansive soils can undergo significant volume change with changes in moisture content. They shrink and harden when dried and expand and soften when wetted. The geotechnical report determined that highly expansive surficial soils generally blanket the project site. This is considered a significant impact. Incorporation of **Mitigation Measures GEO-1** and **Mitigation Measure GEO-3** would reduce this impact to a less-than-significant level.

***Mitigation Measure GEO-3:*** To reduce the potential for damage to the planned at-grade structures, slabs on-grade shall have sufficient reinforcement and be supported on a layer of non-expansive fill and footings should extend below the zone of seasonal moisture fluctuation. In addition, it is important to limit moisture changes in the surficial soils; positive drainage shall be used to direct drainage away from buildings and irrigation for landscaping should be limited.

**e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (No Impact)**

The project site would dispose of wastewater using existing wastewater infrastructure operated by the City. No aspect of the project would entail use of septic tanks or alternative wastewater disposal systems. No impact would occur.

## VII Greenhouse Gas Emissions

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Setting

An Air Quality and Greenhouse Gas Emissions Assessment was prepared by Illingworth & Rodkin in October 2017 to address Air Quality and greenhouse gas (GHG) emission impacts associated with the project (see **Appendix A**).

GHGs trap heat in the atmosphere and regulate the temperature of the earth. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. The most common GHGs are carbon dioxide (CO<sub>2</sub>) and water vapor but there are also several others, most importantly methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). These are released into the earth's atmosphere through a variety of natural processes and human activities. GHGs are generally created by the following:

- Byproducts of fossil fuel combustion (CO<sub>2</sub> and N<sub>2</sub>O)
- N<sub>2</sub>O is associated with agricultural operations such as fertilization of crops
- CH<sub>4</sub> is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents but their production has been stopped by international treaty
- HFCs are now used as a substitute for CFCs in refrigeration and cooling
- PFCs and sulfur hexafluoride emissions are commonly created by industries such as aluminum production and semi-conductor manufacturing

Each GHG has its own potency and effect upon the earth's energy balance. This is expressed in terms of a global warming potential (GWP), with CO<sub>2</sub> being assigned a value of one and SF<sub>6</sub> being several orders of

magnitude stronger with a GWP of 23,900. In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of CO<sub>2</sub> equivalents (CO<sub>2</sub>e).

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

The BAAQMD includes significance thresholds for exposure to TACs and (PM<sub>2.5</sub>) as part of its May 2017 CEQA Air Quality Guidelines. In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA. The significance thresholds identified by BAAQMD and used in this analysis are summarized in **Table 2**. These thresholds include a “bright-line” emissions level of 1,100 metric tons per year for land-use type projects and 10,000 metric tons per year for stationary sources. Land use projects with emissions above the 1,100 metric ton per year threshold would then be subject to a GHG efficiency threshold of 4.6 metric tons per year per capita. Projects with emissions above the thresholds would be considered to have an impact, which, cumulatively, would be significant.

**a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less than Significant)**

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor vehicle trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal. Emissions for the proposed project were calculated using the methodology recommended in the BAAQMD CEQA Air Quality Guidelines (**Appendix A** for more information).

**Construction**

GHG emissions associated with construction were computed to be 193 metric tons (MT) of CO<sub>2</sub>e, anticipated to occur over the entire construction period. These are the emissions from onsite operation of construction equipment, vendor, and hauling truck trips, and worker trips. Neither the City nor BAAQMD have adopted any thresholds of significance for construction-related GHG emissions. However, project construction emissions would be below the BAAQMD operational significance threshold of 1,100 MT of CO<sub>2</sub>e annually. Using this threshold, the project’s impact is less than significant. BAAQMD recommends quantifying emissions and incorporating BMPs to reduce GHG emissions during construction where feasible and applicable. BMPs may include, but are not limited to: using alternative fueled (e.g., biodiesel, electric) construction vehicles/equipment for at least 15 percent of the fleet; using at least 10 percent local building materials; and recycling or reusing at least 50 percent of construction waste or demolition materials).

**Mitigation Measures AQ-1 and AQ-2** would further reduce constructed-related GHG emissions impacts.

## Operations

BAAQMD identified screening criteria for the sizes of land use projects that could result in significant GHG emissions in their May 2011 update to the CEQA Air Quality Guidelines. BAAQMD determined that projects that do not exceed the screening criteria would not exceed the 1,100 MT of CO<sub>2</sub>e/yr greenhouse gas threshold of significance. For operational emissions, the screening project size is identified at 78 dwelling units. Given that the project would construct 58 dwelling units, project operational GHG emissions were not modeled and this would be considered a less-than-significant impact.

### b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (No Impact)

The project would be subject to the most recent requirements developed at the State and local level regarding GHG emissions and would be subject to local policies that may affect emissions of GHGs. Therefore, project implementation would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and the project would have no impact to applicable GHG plans or policies.

## VIII Hazards and Hazardous Materials

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Setting

A Phase I Environmental Site Assessment (ESA) was prepared by PII Environmental in March 2015 to identify and evaluate the potential hazardous materials on and in the project vicinity (see **Appendix F**).

The structure on the project site was erected prior to 1979, and may contain lead-based paint (LBP). During a site reconnaissance visit, PII Environmental consultants observed asphalt staining, miscellaneous paint and bowling alley-related materials, and minor amounts of suspect asbestos containing building materials (ACBM).

There are several known releases of hazardous substances within 0.25 mile of the project site, as represented in **Figure 4** and **Table 7**, but the Phase I ESA found that no constituent plumes originating from any of these sites have migrated to the project site.

**Table 7 Known Hazardous Sites in Project Vicinity**

Map Marker	Site Address	Site Name	Case Status
A	2780 El Camino Real	Mobil	Closed
B	1520 Kiely Boulevard	Jims Dry Cleaners	Closed
C	2798 El Camino Real	Chevron	Closed

Map Marker	Site Address	Site Name	Case Status
D	2640 El Camino Real	Moonlite Associates LLC	Closed
D16	2620 El Camino Real	Rite Aid	Closed
D17	2610 El Camino Real	Nexcycle	Closed
E	2985 El Camino Real	Gill Auto Zone	Closed
E18	3004 El Camino Real	Tiffany Cleaners	Closed
F	2540 El Camino Real	Shell	Closed
F21	2525-2555 El Camino Real	El Camino Senior Apartments	Closed
8	2720 El Camino Real	Moonlite Cleaners	Open
9	2798 El Camino Real	Chevron	Closed
13	2807 El Camino Real	Alpha 1Hr Photo	Closed

Source: PII Environmental, 2015

**a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Less than Significant)**

The project applicant proposes residential uses on the project site. Hazardous materials associated with residential uses typically involve empty containers of liquid chemical products, fertilizers, used motor oil, automotive or electronic batteries, paints, used electronic items, etc. Operation of the proposed project would likely include the onsite use and storage of cleaning supplies and maintenance chemicals in small quantities. The small quantities of cleaning supplies and maintenance chemicals that would be used onsite would not pose a risk to onsite workers or adjacent land uses and the use of these types of products would not involve substantial use, transport, or disposal of hazardous materials.

During construction, paint, building material finishing products, and automotive oil would be used as well. However, such materials are used temporarily and typically do not generate hazardous air emissions or pose a long-term threat to human health or the environment. The project would remove approximately 4,500 cubic yards of soil from the project site, which would be disposed of at the appropriate facility. Hazardous materials transportation, use, and disposal, as part of the project, would be subject to State and Federal hazardous materials laws and regulations. The project would also adhere to the goals, objectives, and recommendations of the Santa Clara Fire Department Hazardous Materials Division to reduce impacts related to use, storage, and transport of hazardous materials. With adherence to applicable policies related to hazardous materials, this impact would be less than significant.

**b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Less than Significant with Mitigation Incorporated)**

The Phase I ESA identified several hazardous release sites in the project vicinity, as shown in **Figure 4** and **Table 7**, but found that no constituent plumes originating from any of these sites have migrated to the project site. The only open case is Site 8, located at 2720 El Camino Real (approximately 260 feet northeast

downgradient of the project site), which was formerly the Moonlite Cleaners dry cleaning business.<sup>11</sup> Moonlite Cleaners released the dry cleaning solvent tetrachloroethylene (PCE) into the soil, groundwater, and soil gas beneath the dry cleaning establishment. The direction of groundwater flow in the project vicinity is northeast, which is away from the project site. Sanitary sewers flow west to east, carrying contents away from the project site before reaching the former Moonlite Cleaners. The residential screening level for PCE in groundwater is 63 parts per billion (ppb). A monitoring well, located mid-point between the former Moonlite Cleaners and the project site yielded PCE concentrations ranging from 1.9 to 6.5 parts per billion from 2009 to 2015. As such, the measured range of PCE concentrations upgradient from the project site is significantly less than the screening threshold. No other volatile organic compounds (VOCs) were found in the well samples. Additionally, the Moonlite Cleaners is undergoing active remediation to prevent migration of PCE in soils or groundwater. Therefore, the hazardous release at the former Moonlite Cleaners site does not result in the potential for construction workers or future residents to be exposed to significant hazards.

The project site is currently developed with a bowling alley and associated parking lot. According to the Phase I ESA, there is potential for the existing building to contain LBP and ACBMs. Demolition of the existing building and asphalt onsite could expose construction workers to these materials during demolition activity. Health hazards associated with asbestos include increased risks of cancer and respiratory-related illnesses and diseases, while lead may cause a range of health effects, including behavioral problems, learning disabilities, seizures, and death. Exposure to groundwater contamination, asbestos, and LBP during construction and demolition activities could result in a potentially significant hazard to human health unless properly mitigated.

Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. BAAQMD is vested with authority to regulate airborne pollutants through both inspection and law enforcement, and is to be notified 10 days in advance of any proposed demolition or abatement work. The State Occupational Safety and Health Administration (Cal OSHA) must also be notified of asbestos abatement to be carried out. Cal OSHA requires that asbestos be handled by certified professionals.

Given the potential for LBPs and ACBMs onsite, the following mitigation measures would be incorporated during construction to ensure any impacts would be less than significant.

**Mitigation Measure HAZ-1:** The applicant, with prior City written approval, shall contract qualified experts to identify and remove ACBMs. These shall be removed from the site and properly disposed of prior to, and as a condition of, the City of Santa Clara issuing a permit for site demolition.

**Mitigation Measure HAZ-2:** The applicant, with prior City written approval, shall contract qualified experts to identify and remove lead-based material. These are to be removed from the site and properly disposed of prior to, and as a condition of, the City issuing a permit for site demolition.

Implementation of **Mitigation Measure HAZ-1** and **HAZ-2** would ensure that asbestos and lead containing materials are removed from the site and disposed of properly by qualified experts. This would reduce the chance of exposing construction workers to a hazardous situation, thus reducing impacts associated with project implementation to a less-than-significant level.

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<sup>11</sup> As of February 28, 2018 the Department of Toxic Substance Control Geotracker database located the Moonlite Cleaners site at 2640 El Camino Real.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (No Impact)**

The closest school to the project site is Santa Clara High School, located approximately 0.28 mile southwest of the project site. As discussed in **VIII.a** and **VIII.b**, the project would not result in the emission of, or handling of hazardous materials, during project construction or operation with the implementation of **Mitigation Measure HAZ-1** and **HAZ-2**. As such, there would be no impact associated with the emission of hazardous substances or the handling of hazardous materials within 0.25 mile of a school.

**d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result, would it create a significant hazard to the public or the environment? (No Impact)**

The State of California Hazardous Waste and Substances Site List is a planning document used by State and local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials sites. The project site is not included on the list of hazardous material sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

**e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (No Impact)**

and

**f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (No Impact)**

The Mineta San Jose International Airport is the nearest airport to the project site, and is located approximately 2.5 miles northeast of the project site. The project site is not located within any airport land use plan or in the vicinity of any private air strips. Implementation of the project would not result in a safety hazard for people residing or working in the project area due to proximity to an airport or private air strip. No impact would occur.

**g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Less than Significant)**

The City does not maintain formal evacuation routes or an emergency evacuation plan. The City maintains an Emergency Operations Plan that provides managerial and logistical guidance for responding to extraordinary emergency situations. Project construction and operation would not interfere with response times or emergency routes for emergency services providers. Therefore, project implementation would not interfere with an adopted emergency response plan or emergency evacuation plan.

**h) Expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (No Impact)**

The project site and the surrounding vicinity are entirely developed. The area does not contain, and is not adjacent to, wildlands. Accordingly, implementation of the project would not result in the exposure of people or structures to significant loss, injury, or death involving wildland fires. No impact would occur.

## IX Hydrology and Water Quality

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage patterns of the site or area including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Setting

The principal surface water drainages in the City are the San Tomas Aquino, Saratoga, and Calabazas Creeks, which originate in the largely undeveloped Santa Cruz Mountains and drain northward across the urbanized Santa Clara Valley floor to discharge into the San Francisco Bay. These creeks have been channelized and substantially modified to reduce flood hazards. The City's storm drain system consists of curb inlets that collect and channel surface water, from rainfall and other sources, into a series of pipelines beneath City roadways. Stormwater is conveyed through these underground pipelines to the channelized creeks within the City, which then direct flow into San Francisco Bay. The City is located in the Santa Clara sub-basin of the San Francisco Bay Hydrologic Region.

Geotechnical explorations encountered groundwater 14.5 feet below ground surface (bgs) at the project site, but other investigations at nearby sites encountered groundwater as shallow as 9.5 feet bgs. Fluctuations in groundwater levels occur due to many factors including seasonality, underground drainage patterns, regional fluctuations, and other factors.

**Figure 5** shows the location of Federal Emergency Management Agency (FEMA) special flood hazard areas (SFHA) in the project vicinity. The project site is not located within a SFHA. According to the General Plan EIR, the project site is located inside the Lexington Dam Inundation Area (**Figure 6**).

The Federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA's regulations include the NPDES permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the water quality control boards. The San Francisco Bay Regional Water Quality Control Board (San Francisco Bay RWCQB) has jurisdiction over the project site and surrounding areas.

The SWRCB implemented a NPDES General Construction Permit for the State of California. For projects disturbing 1 acre or more of soil, a Notice of Intent (NOI) and SWPPP must be prepared prior to commencement of construction.

The San Francisco Bay RWQCB also issued a Municipal Regional Stormwater NPDES Permit (Permit Number CAS612008). Under provisions of the Municipal Regional Stormwater NPDES Permit, redevelopment projects that disturb more than 10,000 square feet are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. Amendments to the Municipal Regional Stormwater NPDES Permit require all of the post-construction runoff to be treated by using Low Impact Development (LID) treatment controls, such as biotreatment facilities.

**a) Violate any water quality standards or waste discharge requirements? (Less than Significant)**

Construction of the project would involve ground disturbing activities such as excavation, trenching, grading, demolition, and vegetation removal. Construction activities have the potential to result in runoff that contains sediment and other pollutants that could degrade water quality if not properly controlled. Sources of pollution associated with construction include chemical substances from construction materials and hazardous or toxic materials, such as fuels. Over 1 acre of soil would be disturbed during construction and therefore, the project is subject to a State NPDES General Construction Permit that requires submittal of a NOI to the SWRCB.

Erosion control requirements are stipulated in the NPDES Permit issued by the RWQCB. These requirements include the preparation and implementation of a SWPPP. The purpose of the SWPPP is to identify potential sediment sources and other pollutants and prescribe BMPs to ensure that potential adverse erosion, siltation, and contamination impacts would not occur during construction activities. Implementation of a SWPPP would control erosion and protect water quality from potential contaminants in stormwater runoff emanating from the construction site. BMPs may include damp street sweeping, providing appropriate covers, drains, and storage precautions for outdoor material storage areas, temporary cover of disturbed surfaces, etc., that would help protect water quality. If groundwater is encountered during construction, dewatering activities would also be subject to NPDES Permit provisions.

Once operational, new impervious surfaces can increase the delivery of polluted runoff to local storm drains and ultimately to the San Francisco Bay. Potential project impacts on surface water quality could result from the discharge of pollutants generated by motor vehicle use on project roadways, the use of herbicides and pesticides in the maintenance of landscaped areas on the project site, careless material storage and handling, and poor property management. However, the project would adhere to the NPDES permitting and incorporate design measures to reduce pollutant discharge to the maximum extent practicable, including new stormwater treatment and drainage facilities/infrastructure in compliance with the updated C.3 stormwater requirements. This impact would be less than significant.

**b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? (Less than Significant)**

The City relies on four diverse water supply sources: 1) groundwater, 2) San Francisco Public Utilities Commission (SFPUC) surface deliveries, 3) Santa Clara Valley Water District (SCVWD) surface deliveries, and 4) recycled water from the San Jose-Santa Clara Regional Wastewater Facility (RWF), and also relies on conservation to meet overall demand. In addition to providing water directly through a surface treated water contract, SCVWD also indirectly supplies a portion of the City's groundwater by recharging the large Santa Clara Sub-Basin (of which the City is one of multiple users) with imported Delta water. The City regularly evaluates and plans its retail water supplies by preparing and updating an Urban Water

Management Plan (UWMP) every five years. The most current UWMP is from 2015, and the City ensures proper coordination of long-term land use planning and water supply planning by considering anticipated water demand in the City associated with growth accommodated in the General Plan. The quality, supply, and management of the local groundwater basin are monitored by the City of Santa Clara Water Utility Department. According to the General Plan EIR, the City's groundwater supply is not limiting, and has the ability to supply the City's overall water requirements.

The project site contains a closed bowling alley with no existing water demands. According to the Legislative Analyst's Office of California, per capita water consumption averages 85 gallons per day (gpd).<sup>12</sup> At this consumption rate, given the 158 residents<sup>13</sup> the project is estimated to serve, the project would generate a demand of 13,345 gallons per day (gpd) of water. The 2015 UWMP states total water usage in Santa Clara County was approximately 280,000 acre feet in calendar year 2015, equivalent to roughly 249,969,219 gpd. The project's water demand would represent about 0.005 percent of daily demand in the County. The City's 2015 UWMP concluded that sufficient water supplies exist to meet the City-wide projected demand.<sup>14</sup> Based on this assessment, there are sufficient water supplies to provide service to the project.

Furthermore, the General Plan accounted for the current land use designation of Regional Mixed Use on the project site, including the maximum allowed commercial use (**Section X, Land Use and Planning**). The project would eliminate the commercial uses currently accounted for in the UWMP. Given that commercial uses consume approximately 60 percent more water than multi-family residential uses, the residential project would not consume more water than was considered in the UWMP<sup>15</sup>. Therefore the project would not result in any new net demand for potable water that was not accounted for in buildout of the General Plan that would substantially deplete groundwater supplies.

New areas of impervious (paved or hardscaped) surface can potentially decrease infiltration and local recharge of shallow groundwater. The project site, centrally located in the City, is fully developed and does not include any groundwater recharge sites. Therefore, the project would not impact groundwater recharge.

**c) Substantially alter the existing drainage patterns of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site? (Less than Significant)**

and

**d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site? (Less than Significant)**

There are no natural drainage features on the project site. Saratoga Creek is located 720 feet east of the project site; however, the site typically drains to Stevens Creek and its tributaries. The existing drainage pattern involves the use of storm drains, lined channels, culverts, and underground pipes, all of which eventually drain into the San Francisco Bay. Project construction would involve some ground disturbing

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<sup>12</sup> Legislative Analyst's Office, 2017. *Residential Water Use Trends and Implications for Conservation Policy*. Available: <http://www.lao.ca.gov/Publications/Report/3611>

<sup>13</sup> 2.73 persons per household X 58 units = 158 new residents; refer to **Section XIII, Population and Housing**

<sup>14</sup> Santa Clara Valley Water District. 2015. *Urban Water Management Plan*.

<sup>15</sup> City of Santa Clara, 2010. *Urban Water Management Plan*.

activities. As noted under item **IX.a** above, project construction would be subject to a State NPDES General Construction Permit that imposes strict requirements and control measures during construction and post construction activities. Such measures would be implemented during construction activities in occurrence with the legal requirements of the State NPDES General Construction Permit. Implementation of these measures would reduce potential impacts to less than significant.

The project site is currently developed and predominately covered by pavement. Once operational, the project would significantly reduce the amount of impervious area onsite from 115,386 square feet to 93,835 square feet. Consequently, the reduction in impervious area would reduce the rate and amount of surface runoff. Additionally, stormwater treatment measures, such as biotreatment and bioretention areas, would be implemented to capture stormwater runoff. Given the above, the project would not contribute substantial amounts of sediment to storm drain systems or substantially alter existing drainage patterns resulting in erosion or siltation. Therefore, potential impacts to drainage patterns would be less than significant and no mitigation would be required.

**e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off? (Less than Significant)**

**and**

**f) Otherwise substantially degrade water quality? (Less than Significant)**

Degradation of surface water quality could occur during the construction and operational phases of the project from pollutants and/or sediment in the surface runoff from the site reaching the City storm drain system.

As discussed in **IX.a** above, Standard Permit Conditions would require the project to implement a SWPPP with BMPs during construction activities to protect water quality from potential contaminants in stormwater runoff emanating from the construction site. The project would also be subject to the requirements of Provision C.3 of the Municipal Regional Stormwater NPDES Permit. Proposed stormwater control measures include self-retaining and bioretention areas to capture and treat runoff. Once operational, the amount of surface runoff generated by the project would result in a net zero increase of surface water runoff compared to existing conditions, in compliance with the NPDES permit, by capturing runoff at the same rate as existing conditions. For this reason, the project would not contribute stormwater runoff which would exceed the capacity of existing or planned stormwater drainage system, nor substantially degrade water quality, and there would be a less than significant impact.

**g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (No Impact)**

The project would not place housing within a 100-year flood hazard area according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), as shown in **Figure 5**. The project site is located in Zone X on the FIRM. Zone X represents areas that have a 0.2 percent probability of flooding every year (also known as the "500-year floodplain") and are above the 0.1 percent flood (100 year floodplain) elevation. Given this, the project would not place housing within a 100-year flood plain and no impact would occur.

**h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (No Impact)**

As discussed above in IX.g, the project site is not located within a 100-year flood hazard area. As such, the project would not place structures within a 100-year flood hazard area which would impede or redirect flood flows. Therefore, there would be no impact.

**i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Less than Significant)**

The closest dam to the project site is Lexington Dam, located approximately 10 miles south of the project site. According to the General Plan EIR, the project site is located inside the Lexington Dam Inundation Area (**Figure 6**). The Lexington Dam Inundation Area is the area of land that could experience flooding if the Lexington Dam failed at full capacity. The actual extent and depth of inundation in the event of a failure would depend on the volume of storage in the reservoir at the time of failure. However, according to the General Plan EIR the reservoir is now typically operated at less than 50 percent capacity, so the realistic hazard presented by a dam failure is less than the area presented on **Figure 6**. The project site is located on the edge of the Lexington Dam Inundation Area, and would likely not experience flooding if the Lexington Dam failed when operating at less than 50 percent capacity.

The project would comply with Chapter 15.45 of the City Code, Prevention of Flood Damage Code, which includes methods and provisions for requiring that land uses vulnerable to floods be protected against flood damage during initial construction. Furthermore, the City, along with other Bay Area jurisdictions, adopted a Regional Hazard Mitigation Plan to reduce loss due to large-scale disaster events, including dam or levee failure, by increasing preparedness, response efficiency, and loss mitigation. According to the General Plan EIR, the City's compliance with the measures called out in the Regional Hazard Mitigation Plan and the project's compliance with Chapter 15.45 of the City Code would ensure any impacts related to exposure of the project site to flood hazards are less than significant. No mitigation would be required.

**j) Inundation by seiche, tsunami, or mudflow? (No Impact)**

Tsunamis are large ocean waves generated by earthquakes and can be damaging to lowland coastal areas. The project site is approximately 23 miles away from the Pacific Ocean, and the risk of damage due to a tsunami is very low. Large earthquakes can also generate oscillating waves in enclosed bodies of water (seiche), such as bays, lakes, and reservoirs. The project site is located approximately 7.75 miles south of the San Francisco Bay. Since the project site is not located in the immediate vicinity of any bays, lakes, or reservoirs, the probability of a seiche from the San Francisco Bay having enough momentum to affect the project site is low. A mudflow is a large rapid (up to 50 miles per hour) mass of mud formed by loose earth and water. Hillsides and slopes of unconsolidated material could be at risk if these areas become saturated. The City is located on gently sloping and nearly flat valley floor topography, so it is not subject to risk of mudflows. For these reasons, there would be no impact related to inundation by seiche, tsunami, or mudflow.

## X Land Use and Planning

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Setting

According to the General Plan, the project site is located within the El Camino Real Focus Area. The project site's existing land use designation is Regional Mixed Use (RMU). The RMU land use is intended for high-intensity, mixed-use development along major transportation corridors in the City. For RMU designated land, a minimum floor area ratio of 0.15 of commercial uses is required, in addition to 37-50 dwelling units per acre (DU/ac). The project site is zoned Community Commercial (CC) under existing conditions. CC zoning is a general shopping center zone district, which is intended to facilitate the condensed organization of a wide variety of retail uses. A bowling alley is a conditionally permitted use in the Community Commercial zone, but because the bowling alley opened prior to the enactment of the zoning ordinance, it operated as a legal nonconforming use, without a conditional use permit. As the bowling alley ceased operations on November 21, 2016, its legal nonconforming status expired on May 20, 2017, and the same use cannot resume without a new use permit.<sup>16</sup> Surrounding land use designations include RMU to the north of the project site within the 'El Camino Real Focus Area' corridor, and 'Low/Very Low Density Residential' to the south, west and east of the project site.

The project proposes only residential development, and does not include any commercial or retail space; therefore, the project applicant requests a change in land use designation from RMU to 'Medium Density Residential' (MDR) as well as a rezone from CC to 'Planned Development' (PD). The allowable density range

<sup>16</sup> City Code Section 18.94.010(e) ("If any legal nonconforming use ceases for a continuous period of six months, it shall be considered abandoned and shall thereafter be used only in accordance with the regulations for the district in which it is located.").

for MDR land uses is 20-36 DU/ac. The PD zoning designation is intended to allow development that is not permitted in other zones, but which is compatible with the existing community, to:

- Integrate uses that are not permitted to be combined in other zone districts; or
- Utilize imaginative planning design concepts that would be restricted in other zone districts; or
- Subdivide land or air space in a manner that results in units not having the required frontage on a dedicated public street; or
- Create a community ownership project<sup>17</sup>

The PD design standards require that proposed development upholds desirable character consistent with its surrounding neighborhood. Additionally, the architectural quality must justify the mixture of normally separated uses or justify certain exceptions to the normal regulation. Standards include: on-site parking, landscaping, building lot coverage, height limits, setback requirements, and buffering between residential and commercial development.<sup>18</sup>

**a) Physically divide an established community? (No Impact)**

The project site is currently a single parcel and developed with a commercial land use. Surrounding land uses include a shopping center to the north and low/very low density residential land uses to the west, south, and east. No new roads as a result of the project would be constructed that would potentially divide an established community; residents located adjacent to the project site would continue using existing roads upon completion of the project. The driveway located at the rear of the shopping center would continue to be shared between the existing center and the townhomes complex. This driveway is not the main access point to the shopping center, and would therefore not significantly affect the operation of the shopping complex, or divide an established community. Because the site does not provide cohesiveness and connectivity to the surrounding land uses, and the project would not create new barriers between neighborhoods, the project would not divide an established community. No impact would occur.

**b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Less than Significant)**

As stated above, the project applicant is requesting a General Plan Amendment to change the project site's land use designation from RMU to MDR, and to change the project site's zoning designation from CC to PD. The PD zoning designation facilitates development that is compatible with the existing community. The surrounding residential land uses are currently zoned as residential (very low and low density). The project proposes 58 dwelling units on a 2.88-acre parcel, which results in a density of 20 DU/ac, within the allowable 20-36 DU/ac density range for MDR land uses. The proposed project is consistent with Chapter 18.54.050 of the SCCC in assuring that the project is generally consistent with the surrounding neighborhood development standards.

With approval of the General Plan Amendment, the project would be consistent with applicable land use plans and policies. Therefore, implementation of the project would not conflict with any applicable land use policies, and impacts would be considered less than significant.

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<sup>17</sup> City Code, § 18.54.020 (2017).

<sup>18</sup> City Code, § 18.54.050 (2017).

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (No Impact)**

The site is not part of an existing Habitat Conservation Plan or Natural Communities Conservation Plan or any other local, regional, or State habitat conservation plan. Therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan and no impact would occur.

**XI Mineral Resources**

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting**

The California Geological Survey (CGS) is responsible under the Surface Mining Control and Reclamation Act (SMARA) for classifying land into Mineral Resource Zones (MRZ) based on the known or inferred mineral resource potential of that land. The project site and surrounding area have been classified as MRZ-1, which is defined as “areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.”

**a) Result in the loss of availability of a known mineral resource? (No Impact)**

According to the General Plan EIR, the City does not have mineral resource significance or any active or inactive mines. No mineral resources are currently being extracted in the City. Therefore, the project would have no impact on the availability of known mineral resources.

**b) Result in the loss of availability of a locally important mineral resource recovery site? (No Impact)**

According to the General Plan, there are no existing mineral resource recovery sites within the City. As a result, the project would not alter availability to mineral reserves or locally important mineral recovery sites and no impact would occur.

## XII Noise

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of the other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Setting

Illingworth & Rodkin prepared an Environmental Noise Assessment in October 2017 to evaluate the noise environment resulting from project implementation (see **Appendix G**).

Noise sensitive receptors in the vicinity of the project site include residential land uses located approximately 50 feet south and east of the project site, and approximately 75 feet west of the project site across Kiely Boulevard. The existing noise environment in the vicinity of the project site is dominated primarily by traffic

on Kiely Boulevard. Existing noise levels measured along Kiely Boulevard are 65 to 68 dBA CNEL.<sup>19</sup> Traffic along El Camino Real and intermittent service alley traffic (deliveries, trash collection) also contribute to the ambient noise environment. The background noise levels along the service alley primarily result from the operation of mechanical HVAC equipment.

As a part of the Noise Assessment Report, a noise monitoring survey was conducted between January 22, 2018 and January 24, 2018 to document existing noise conditions at the project site. The survey included one short-term measurement and two long-term measurements. The short- and long-term noise measurement taken onsite are shown in **Figure 7**.

Long-term noise measurement LT-1 was located near the southwest corner of the project site, approximately 80 feet from the centerline of Kiely Boulevard. Noise levels measured at this site were primarily the result of traffic along Kiely Boulevard and El Camino Real. Hourly average noise levels typically ranged from 62 to 69 dBA<sup>20</sup> Leq<sup>21</sup> during the daytime hours between 7:00 a.m. and 10:00 p.m. and from 50 to 63 dBA Leq during nighttime hours between 10:00 p.m. and 7:00 a.m. The community noise equivalent level at this location on Tuesday, January 23, 2018 was 67 dBA CNEL.

Long-term noise measurement LT-2 was located in the northeast portion of the project site, approximately 475 feet from the center of Kiely Boulevard. Noise levels measured at this site were primarily the result of traffic along Kiely Boulevard, El Camino Real, and intermittent noise from the nearby service alley. Hourly average noise levels typically ranged from 52 to 66 dBA Leq during the daytime and from 46 to 54 dBA Leq during nighttime hours. The hourly average noise levels have the same noise floor of 45 dBA, indicative of the nearby mechanical equipment. Vehicle pass-bys, deliveries, and other noise sources that occur in the area influence noise spikes. The community noise equivalent level at this location on Tuesday, January 23, 2018 was 58 dBA CNEL.

Short-term noise measurement ST-1 was made approximately 175 feet south of LT-2 in the southeast portion of the project site, approximately 75 feet from the nearest residential property south of the project site. During the 10-minute measurement at ST-1, exhaust/ventilation fans from nearby buildings were audible, and a jet flyover resulted in noise levels up to 59 dBA at ST-1. The 10-minute average noise level at this location was 52 dBA Leq<sub>(10-min)</sub>. The City establishes 55 dBA CNEL as the exterior noise level limit compatible with residential land uses. General Plan Chapter 5.10-6 states that where the exterior noise level is greater than 55 dBA CNEL and less than 70 dBA CNEL, the design of the project should include measures to reduce noise levels to acceptable levels. Noise levels exceeding 70 dBA CNEL are considered incompatible with residential land uses. Residential land uses proposed in noise environments exceeding 70 dBA CNEL should generally be avoided except when the residential use is entirely indoors and interior noise levels can be maintained at 45 dBA CNEL or less.

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<sup>19</sup> Community Noise Equivalent Levels (CNEL) is the average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels (dBA) in the evening from 7:00 pm to 10:00 pm and after addition of 10 dBA to sound levels measured in the night between 10:00 pm and 7:00 am.

<sup>20</sup> A decibel (dB) is a unit of measurement which indicates the relative amplitude of a sound. A-weighted sound level (dBA) is a method of characterizing sound that gives greater weight to the frequencies of sound to which the human ear is most sensitive.

<sup>21</sup> The energy-equivalent sound/noise descriptor (Leq) refers to the average sound level over a period of time.

Section 9.10.040 of the City Code limits exterior noise levels at single and multi-family residences to 55 dBA Leq during the daytime (7:00 a.m. - 10:00 p.m.) and 50 dBA Leq during the nighttime (10:00 p.m. - 7:00 a.m.). Construction activities are not permitted within 300 feet of residentially zoned property except within the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 9:00 a.m. and 6:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays.

To ensure consistency with the City Code and General Plan provisions related to compatibility of residential uses with noise levels, a project-specific acoustical analysis will be prepared as required by the City of Santa Clara as a Condition of Approval (COA). This would ensure that the design of the project is sufficient to reduce interior noise levels to 45 dBA CNEL or less. Forced air mechanical ventilation, satisfactory to the local building official, would be incorporated into all residential units facing Kiely Boulevard and the service alley and to allow occupants the option of keeping windows closed to control noise intrusion. Special building sound insulation treatments may be required for residential façades with views of Kiely Boulevard and the service alley. These treatments would include, but are not limited to, sound rated windows and doors, sound rated wall constructions, acoustical caulking, and protected ventilation openings. The specific determination of what treatments are necessary would be determined on a unit-by-unit basis. The results of the analysis, conducted during the design phase of the project, including the description of the necessary noise control treatments to achieve acceptable noise levels inside the living units, shall be submitted to the City along with the building plans and approved prior to issuance of a building permit.

**a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of the other agencies? (Less than Significant with Mitigation Incorporated)**

Section 9.10.040 of the City Code limits noise levels at multi-family residences to 55 dBA during daytime hours (7:00 a.m. to 10:00 p.m.) and to 50 dBA at night (10:00 p.m. to 7:00 a.m.). However, these noise limits are not applicable to construction activities that occur within the allowable hours of 7:00 a.m. to 6:00 p.m. on weekdays and 9:00 a.m. to 6:00 p.m. on Saturdays.

**Construction**

Assuming the proposed project restricts construction activities to the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, between 9:00 a.m. and 6:00 p.m. on Saturdays, and does not allow construction on Sundays or holidays, all construction noise would be exempt from the City's limits for fixed noise sources. This would be a less-than-significant impact.

**Operation**

The proposed project would include mechanical stationary equipment, such as heating and air conditioning systems. Information regarding the number, type, size, and location of the mechanical equipment units to be used in the proposed project was not available at the time of this study. Assuming worst-case conditions, mechanical equipment for the proposed project would be located on the ground-level, along the perimeter of the corner units in each building.

Noise levels for typical air conditioning units and heat pumps for residential buildings are about 60 dBA Leq at a distance of 50 feet. This type of equipment may run continuously during the daytime and nighttime. With the mechanical equipment located at the corner of the buildings nearest to the southern perimeter of the project site, the equipment would be approximately 15 feet from the nearest residential property line. With up to four individual units clustered together, the combined mechanical equipment noise would be up to 66 dBA Leq at a distance of 50 feet. At the property line of the nearest residential land use, the mechanical

equipment noise would potentially be up to 76 dBA Leq, assuming no shielding. This would exceed the allowable daytime and nighttime thresholds, resulting in a potentially significant impact. Implementation of the **Mitigation Measure NOI-1** would ensure any permanent noise related impacts would be less than significant:

***Mitigation Measure NOI-1:*** Mechanical equipment shall be designed to minimize noise impacts on surrounding uses, particularly residences located south and east of the site. This can be accomplished by locating noise-generating equipment on the northernmost portion of the buildings to maximize the distance from the existing single-family houses to the south and apartments to the east, or by providing acoustical shielding. If rooftop-mounted equipment is used, it shall be shielded from the adjacent residential land uses by rooftop screens or perimeter parapet walls, or fitted as necessary with noise control baffles, sound attenuators, or enclosures. An acoustical specialist shall review the mechanical equipment plans prior to construction to confirm that the design includes the controls necessary to meet City Code requirements at the residential property line.

**b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? (Less than Significant)**

A significant impact would occur if the construction of the project would expose persons to vibration levels exceeding 0.3 in/sec PPV because of the potential to result in structural damage to normal buildings. Construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers and hoe rams) are used. Construction activities would include demolition of existing structures, grading, excavation, site preparation work, foundation work, utility trenching, and new building framing and finishing. The proposed project would not require pile driving, which can cause excessive vibration. **Table 8** represents typical vibration levels associated with construction equipment at a distance of 25 feet. The closest noise sensitive receptors are the residential neighborhoods located within 25 feet of the project site to the east and south.

Vibration levels would vary depending on soil conditions, construction methods, and equipment used. Heavy vibration-generating equipment could be used at distances of 20 feet or more from the nearest residential structures surrounding the site to the south and to the east. At these distances, vibration levels from such equipment would be expected to reach 0.27 in/sec PPV or less, which would be below the 0.3 in/sec PPV significance threshold. Given that the closest structure is 25 feet from location of the construction equipment, there would be a less than significant impact with respect to structural damage.

In areas where vibration would not be expected to cause structural damage, vibration levels may still be perceptible. However, as with any type of construction, this perceptible vibration would be anticipated and it would be considered less than significant given the intermittent and short duration of the phases that have the highest potential of producing vibration (demolition and use of jackhammers and other high-power tools). Construction-period BMPs, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with the least potential to affect these uses, would assist with minimizing perceptible vibration.

**Table 8 Vibration Source Levels for Construction Equipment**

Equipment	PPV at 25 ft. (in/sec)	Approximate L <sub>v</sub> at 25 ft. (VdB)
Clam shovel drop	0.202	94
Hyromill (slurry wall)      In soil	0.008	66

Equipment	PPV at 25 ft. (in/sec)	Approximate L <sub>v</sub> at 25 ft. (VdB)
In rock	0.017	75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drilling	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Illingworth & Rodkin, Inc. 2017

**c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Less than Significant with Mitigation Incorporated)**

Typically, a significant permanent noise increase would occur if the project would increase noise levels at noise sensitive receptors by 3 dBA CNEL or greater where ambient noise levels exceed the normally acceptable noise level standard. Where ambient noise levels are at or below the normally acceptable noise level standard, noise level increases of 5 dBA CNEL or greater would be considered significant. Ambient noise levels at the nearest receptors are above 60 dBA CNEL at times, and would exceed 60 dBA CNEL with the project; therefore, the 3 dBA CNEL or greater significance threshold would apply.

As discussed in **Section XVI, Transportation, and Traffic**, the proposed project would generate 21 peak hour trips in the AM hour and 26 trips in the PM hour. Compared to the existing traffic volumes along Kiely Boulevard, these additional peak hour trips would result in a noise level increase of less than 1 dBA CNEL.

The project could include mechanical equipment, such as air conditioning systems, exhaust fans, and ventilation systems. Due to the number of variables inherent in the mechanical equipment needs of the project (number and types of units, locations, size, housing, specifications, etc.), the impacts of mechanical equipment noise on nearby noise sensitive land uses should be assessed during the final project design stage. Design planning shall take into account the noise criteria associated with such equipment and utilize site planning to locate equipment in less noise-sensitive areas. The most substantial noise generating equipment that may be used includes large exhaust fans and ventilation systems. Under the City Code, noise levels from building equipment would be limited to a noise level of 55 dBA Leq during the daytime (7:00 a.m. to 10:00 p.m.) and 50 dBA Leq during the nighttime (10:00 p.m. to 7:00 a.m.) at noise sensitive receptors such as residences. Given the close proximity of sensitive residential receptors to the southern and eastern boundaries of the project site, there is a potential for noise from mechanical equipment to exceed the daytime and nighttime noise standards at noise sensitive receptors. Implementation of **Mitigation Measure NOI-1** above would ensure any permanent noise related impacts would be less than significant.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Less than Significant with Mitigation Incorporated)**

Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the

construction occurs in areas immediately adjoining noise sensitive land uses, or when construction lasts over extended periods of time.

Construction activities generate considerable amounts of noise, especially during earth moving activities when heavy equipment is used. The highest maximum noise levels generated by project construction would typically range from about 90 to 95 dBA at a distance of 50 feet from the noise source. Typical hourly average construction generated noise levels are about 81 dBA to 88 dBA measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Hourly average noise levels generated by the construction of residential units would range from about 65 dBA to 88 dBA measured at a distance of 50 feet depending on the amount of activity at the site. Construction generated noise levels drop off at a rate of about 6 dBA per doubling of distance between the source and receptor. Shielding by buildings or terrain often result in lower construction noise levels at distant receptors.

The project is anticipated to occur over a 20-month period. All exterior demolition and construction would occur within the timeframe permitted by the City Noise Ordinance, and once construction moves indoors, minimal noise would be generated at off-site locations. Noise generated by construction activities would temporarily elevate noise levels at adjacent noise sensitive receptors. This represents a potentially significant impact. **Mitigation Measure NOI-2** would reduce this impact to a less-than-significant level.

**Mitigation Measure NOI-2:** The following best management practices are assumed to be included in the project:

- Pursuant to the City Code, restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. Construction shall be prohibited on Sundays and holidays.
- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Located stationary noise generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by 5 dBA.
- Utilize “quiet” air compressors and other stationary noise sources where technology exists.
- Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible.
- Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities.

- Designate a “disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

**e) Located within an airport land use plan? (No impact)**

The nearest airport to the project site is the Mineta San Jose International Airport, located approximately 2.5 miles northeast of the project site. According to the Santa Clara County Comprehensive Land Use Plan, the project site is located outside the 65 dBA CNEL contour line for aircraft activities at Mineta San Jose International Airport. Therefore, no related impact would occur.

**f) Located within the vicinity of a private airstrip? (No Impact)**

The project site is not located within the vicinity of a private airstrip. Therefore, the project would not expose people residing, or working in the project area to excessive noise levels, and therefore no related impact would occur.

### XIII Population and Housing

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Induce substantial population growth in an area, either directly, (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Setting

The General Plan assumes increased utilization of higher-density housing developments due to the projected growth in the City. According to the General Plan EIR, the City’s population in 2008 was approximately

115,500 residents, and is expected to reach 154,990 residents by 2035. The City's population in 2016 was approximately 125,948.<sup>22</sup> According to the California Department of Finance, the City's approximate household size in 2016 was 2.73 residents per household.<sup>23</sup> The predominant housing type is single-family detached units; however, housing developments with five or more units have been the fastest growing housing type in recent years. Due to the lack of vacant land in the City, new development will primarily redevelop existing sites from low intensity use to a medium- or high-density attached, or mixed-use format.

**a) Induce substantial population growth in an area, either directly, (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Less than Significant)**

Implementation of the project would increase population within the City by approximately 158 residents, based on 58 residential units and an average household size of 2.73 as projected by the California Department of Finance.<sup>24</sup> The project represents approximately 0.4 percent of the City's population growth from 2008 through 2035.<sup>25</sup> Therefore, implementation of the project would not substantially increase the population in the City. Direct impacts from population growth would be less than significant.

**b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (No Impact)**  
and

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (No Impact)**

Implementation of the project would not displace any existing housing or people. The project site is developed with a bowling alley and associated parking area and is vacant. The relocation of this unoccupied business would not necessitate the construction of housing elsewhere; therefore, no impact would occur.

## XIV Public Services

Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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<sup>22</sup> "QuickFacts." U.S. Census Bureau QuickFacts selected: Santa Clara city, California. Accessed October 8, 2017. <https://www.census.gov/quickfacts/fact/table/santaclaracitycalifornia/RHI125216>.

<sup>23</sup> "E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2017 with 2010 Census Benchmark." California Department of Finance. Accessed January 8, 2018. <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>

<sup>24</sup> 2.73 persons per household X 58 units = 158 new residents

<sup>25</sup> 2008 population (115,500) minus 2035 population (154,990) = 39,490 new residents by 2035. 158/39,490\*100= 0.4 percent of total projected population growth.

Would the project:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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## Setting

### Fire Protection and Emergency Service

The Santa Clara Fire Department (SCFD) provides fire protection, prevention, and emergency medical services to the City, and would provide protection services for the project site. The SCFD consists of 134 full-time employees and 44 volunteer reserve staff members. SCFD's emergency response time performance measures include:

- **Medical Responses & Small Fires:** First-due unit to treat medical patients and control small fires arrives within 7 minutes from the receipt of the 911 call 90 percent of the time.
- **Advance Medical Care:** First-due paramedics units arrive within 7:59 minutes from receipt of the 911 call 90 percent of the time.
- **Serious Emergencies:** Multiple unit response of 20 personnel to confine fires near the room or origin, contain wildland fires to under three acres, and treat up to five medical patients at once arrive within 11 minutes from receipt of 911 90 percent of the time.
- **Hazardous Materials Response:** First-due units capable of investigating a hazardous materials release arrive within 6-minutes from receipt of the 911 call 90 percent of the time.
- **Technical Rescue:** First-due rescue units arrive within 6-minutes from receipt of the 911 call 90 percent of the time. Additional resources for technical rescue capable of initiating a rescue arrive within 11 minutes 90 percent of the time.

The City participates in the Santa Clara County Local Fire Service and Rescue Mutual Aid Plan for further efficient handling of fires and other emergencies. Under this plan, additional fire and rescue resources may

be utilized through the cooperative response agreement and the Santa Clara County Fire Mutual Aid Agreement, which includes the fire departments from Gilroy, Santa Clara City, Santa Clara County, South Santa Clara County, Milpitas, Moffett, Saratoga, Mountain View, Palo Alto, Sunnyvale, and San Jose.

The City designated Fire Station 3 to service the project site for emergency fire protection, prevention, rescue, and emergency medical services.<sup>26</sup>

### **Santa Clara Police**

The Santa Clara Police Department (SCPD) provides law enforcement and policing services to the City. The SCPD currently has two police stations: its headquarters, located at 601 El Camino Real, approximately 2.6 miles east of the project site, and a substation, located at 3992 Rivermark Parkway, approximately 4.3 miles northeast of the project site.<sup>27</sup> According to the SCPD, the staff consists of 205 full-time and 68 volunteer employees. Per the General Plan, it is the City's goal to maintain a City-wide average three minute response time for 90 percent of police emergency service calls.<sup>28</sup>

### **Santa Clara Schools**

According to the General Plan, the majority of students residing within Santa Clara attend SCUSD schools. The Santa Clara Unified School District (SCUSD) provides public education services to students in Santa Clara, Sunnyvale, and San Jose, and is responsible for 16 elementary schools, three middle schools, two high schools, one kindergarten through 8th grade (K–8), two continuation high schools, and one adult education school.

### **Parks and Recreational Facilities**

The City owns and maintains 38 parks, playgrounds, and open space areas, for a total of approximately 299 acres. This acreage includes parks that primarily serve Santa Clara residents and businesses, but excludes regional service facilities such as the Municipal Santa Clara Golf & Tennis Club and the Pruneridge Golf Course. All of these facilities are managed by the City of Santa Clara Department of Parks and Recreation. Santa Clara currently has 2.53 acres of local-serving parkland per 1,000 multi-family apartment residents, and 3 acres of parkland per 1,000 single-family subdivision residents (Teixeira pers. comm.). The nearest park, Central Park, is located approximately 0.6 mile south of the project site.<sup>29</sup>

### **Public Facilities**

The Santa Clara Public Library (SCPL) provides library services to the City. There are three branches within the City: the closest SCPL facility to the project site is the Central Park Library, located at 2635 Homestead Road, approximately 1 mile to the south.<sup>20</sup> Kaiser Permanente Santa Clara Medical Center is the closest medical facility to the project site, located at 700 Lawrence Expressway, approximately 2.4 miles to the southwest, and offers emergency and urgent care services.

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<sup>26</sup> SCFD, 2018. Personal communication with Jake Tomlin (email).

<sup>27</sup> All measured distances obtained from Google Earth satellite imagery.

<sup>28</sup> Santa Clara Valley Transportation Authority, 2016. *VTA'S BART Silicon Valley Phase II Extension Project Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report and Draft Section 4(f) Evaluation*.

<sup>29</sup> City of Santa Clara, 2018. *"City of Santa Clara: Parks and Pools"*.

**a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

**i) Fire protection impacts? (Less than Significant)**

The project would incrementally increase the demand for the City's fire protection services. However, SCFD confirmed that the project in of itself would not require the construction of new facilities, an expansion of existing facilities, or require additional personnel or equipment to maintain an acceptable response time.<sup>30</sup> Additionally, emergency vehicles have the right-of-way during an emergency when their sirens are turned on, and other vehicles are required to pull over to the side of the road, thus enabling emergency response units to maintain their existing response times. This impact would be less than significant.

**ii) Police protection impacts? (Less than Significant)**

The project would incrementally increase the demand for police services. The current police per capita ratio is 1.2 per thousand residents, based on nighttime population statistics. Daytime population figures or events within the City reduce SCPD's officer to resident ratio. Per the City's General Plan, it is the City's goal to maintain a City-wide average 3 minute response time for 90 percent of police emergency service calls. According to SCPD, the average response time service is 4 minutes and 37 seconds, which exceeds the City's goal. Any development may potentially impact roadways in the City of Santa Clara, and as such, may have a negative impact of public safety response times.

On January 26<sup>th</sup> 2016, the Santa Clara City Council approved a significant staff increase, including the addition of 11 police officers and associated equipment. Given this, an increase of 158 residents as a result of project implementation would not significantly impact or worsen the ratio of police staff to population, or adversely affect response times beyond current levels. While the project would increase demand on the City's police protection services, this demand would not itself require the construction of new facilities, an expansion of existing facilities, or require additional personnel or equipment to maintain its current response time. Furthermore, on October 9, 2017 the SCPD confirmed that the project would not require the construction or services of an entirely new police department to satisfy the demands of the project site.<sup>31</sup> This impact would be less than significant.

**iii) School impacts? (Less than Significant)**

The project is within the jurisdiction of the SCUSD. The schools closest to the project site that could potentially serve the new development are Pomeroy Elementary, Cabrillo Middle, and Santa Clara High School. SCUSD's student generation rate is 0.21 per market rate unit and 0.56 students per below market rate unit. The project would conform with the City's Inclusionary Housing Policy, which requires at least 10 percent of units at below market rates. Thus, the project would include up to 6 below market rate units and 52 market rate units, and would generate approximately 14 new students. California Government Code Section 65995-65998 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to issuance of a building permit. School impact

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<sup>30</sup> SCFD, 2018. Personal communication with Jake Tomlin (email).

<sup>31</sup> SCPD, 2017. Personal communication with Kevin Fraser (email).

fees are paid by developers to the school districts to offset the combined cost of facility improvements and operating cost for the project-generated students. The legislation specifies that the payment of school impact fees “are hereby deemed to provide full and complete school facilities mitigation” under CEQA [§65996(b)]. The school impact fees will be paid for the project, prior to the issuance of a building permit; therefore, the projects impact on schools would be less than significant.

#### **iv) Park impacts? (Less than Significant)**

Chapter 17.35 of the City Code allows the City to acquire and develop adequate public parkland to meet the additional demand generated by new residential subdivisions and new non-subdivided residential projects.<sup>32</sup> The City has determined that parkland dedication, fees in-lieu of land dedication, and the eligible recreational credits, represent full mitigation for parkland impacts resulting from new residential development.

**Parkland Dedication** – New residential development must provide adequate park and recreational land to Quimby Act standards of 3 acres per 1,000 residents, and/or Mitigation Fee Act standards of 2.53 acres per 1,000 residents. This analysis assumes that the project is not a subdivision and therefore the Mitigation Fee Act (MFA) provisions will apply. This project would generate an estimated 130 new residents.<sup>33</sup> Based on the MFA standard of 2.53 acres/1000 residents, the amount of public parkland required for this project to mitigate the impact of the new resident demand is approximately 0.329 acres. If the parkland dedication is not imposed by the City (either in whole or in part), then the developer will be required to provide an equivalent fee in lieu of the parkland dedication.

**Fees In-Lieu** – Fees in-lieu of parkland dedication are used by the City to acquire and develop additional public parkland, and/or for capital projects to improve existing parks and recreation facilities.

**Credits** – Credits refer to reductions that can be made to the parkland dedication in-lieu fee requirement, when eligible for specific private open space and recreation amenities. A project can satisfy half of its total parkland obligation by providing private recreational facilities onsite as approved by the City. Developers may credit up to 50 percent against the requirement of land dedication or fees in-lieu, provided the City finds that the park space and recreational amenities comply with the specific conditions in City Code 17.35.

The project will comply with City Code Chapter 17.35, either through new parkland dedication or through the payment of mitigation fees in-lieu of park dedication. Given this, the project would have no impact on parks and recreational facilities, and no mitigation would be required.

#### **v) Other public facilities? (Less than Significant)**

Implementation of the project would generate an increase in population of approximately 158 residents, based on the 58 dwelling units and an average household size of 2.73 as discussed in **Section XIII, Population**

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<sup>32</sup> City of Santa Clara, 2015. *Residential Development- Parkland Dedication, Credits, and Fees In-Lieu*. Available: <http://www.santaclaraca.gov/home/showdocument?id=12556>.

<sup>33</sup> The City relies upon California Department of Finance (DOF) data to calculate anticipated population size for a development in most contexts, as the DOF releases annual updates and this represents the most current population data. The one exception to this is in the context of parkland, where state law provides that if a City’s parkland ordinance uses U.S. Census data for population calculations, the ordinance cannot be challenged on that basis. Consequently, following the City’s ordinance, the City uses U.S. Census data to calculate anticipated population for parkland dedication requirements. According to the Census Bureau, the average density for a multifamily dwelling is 2.24 persons per household, which would result in a population of 130 new residents for this analysis.

**and Housing.** Redevelopment of the project site into residential use may slightly increase the demand for other public facilities. Given that the population increase is minimal and accounted for in Phase I of the General Plan the proposed residential project’s impact on other public facilities would be less than significant.

## XV Recreation

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Setting

As stated above in **XIV, Public Services**, the P&RD provides park facilities and recreation services to the City and the project site. There are approximately 450 acres of recreational facilities within the City, including parkland, playgrounds, facilities, and open space. The total acreage in the P&RD inventory is approximately 299 acres. P&RD currently provides 2.53 acres of park and recreational facilities per 1,000 residents living in multi-family dwellings, and 3.0 acres of park and recreational facilities per 1,000 residents living in single family subdivisions.<sup>34</sup>

### a) Increase use of existing recreational facilities? (Less than Significant)

Redevelopment of the project site into residential use may result in a small increase in the demand for recreational facilities. The two parks closest to the project site include a community park- Central Park, approximately 0.6 mile south, and a neighborhood park- Bowers Park, approximately 0.7 mile north. These parks could provide daytime recreational opportunities for new residents generated by project development. However, it is unlikely the incremental increase in population could foreseeably result in any measurable increase in park usage, or accelerate substantial physical deterioration of such facilities. This impact would be less than significant.

<sup>34</sup> Santa Clara Valley Transportation Authority, 2016. *VTA’S BART Silicon Valley Phase II Extension Project Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report and Draft Section 4(f) Evaluation.*

**b) Include/require construction of new recreational facilities? (Less than Significant)**

As previously discussed, the project would not create significant additional demand on existing parks and other public facilities near the project site that would require construction or expansion of City park and new recreational facilities. Additionally, the project will comply with City Code Chapter 17.35, as previously discussed in **Section XIV, Public Services**. This impact would be less than significant.

**XVI Transportation/Traffic**

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e) Result in inadequate emergency access?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?



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## Setting

The project site is located at 2780 El Camino Real approximately 540 feet south of the southeast corner of the intersection of El Camino Real and Kiely Boulevard (see **Figure 1**). Hexagon Transportation Consultants prepared a Traffic Operational Analysis to quantify the potential traffic issues that could occur as a result of the project (see **Appendix H**).

El Camino Real is a six lane, east-west street that parallels US Highway 101 (US 101). Kiely Boulevard is a four lane, north-south running roadway that intersects with El Camino Real. Access to the project would be provided through one driveway located at the southwest corner of the project site from northbound Kiely Boulevard (see **Figure 3**). The driveway at Kiely Boulevard would provide access to an internal private street for onsite circulation and access to the residential units and guest parking spaces. Project design would accommodate both pedestrian and bicycle access at the Kiely Boulevard and Butte Street intersection (west of the project site). Furthermore, the project site would provide several pedestrian pathways throughout the project vicinity to facilitate circulation within the site. Emergency access would be provided along the north perimeter of the project site via the existing alley that runs adjacent to the project site and the internal private street.

The commuter rail service (Caltrain) Santa Clara station is located approximately 2.25 miles east of the project site, and Lawrence station is located approximately 1.75 miles northwest of the project site. Within the project vicinity, Santa Clara Valley Transportation Authority (VTA) offers the 522 rapid bus route on El Camino Real and the 22 local bus route.

Pedestrian facilities near the project site include local sidewalks and crosswalks. El Camino Real and Kiely Boulevard have sidewalks on both sides of the street. Crosswalks are located at all signalized intersections in all directions within 0.5 mile of the project site. There are no bicycle facilities along El Camino Real or Kiely Boulevard. The project would also provide a 5-foot-wide sidewalk with a landscape strip along the Kiely Boulevard property frontage.

VTA is responsible for ensuring local government conformance with the Congestion Management Program (CMP) for Santa Clara County, a program aimed at reducing regional traffic congestion. The nearest CMP intersections to the project site are El Camino Real/Kiely Boulevard (approximately 540 feet north of project site), El Camino Real/ San Tomas Expressway (approximately 0.5 mile northeast of project site), Benton Street/Kiely Boulevard (0.25 mile south of project site), and Benton Street/San Tomas Expressway (approximately 0.5 mile southeast of project site). The City has established a minimum operating level of service of LOS D for local intersections. LOS E is the operating level of service standard for CMP facilities.

a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (Less than Significant)**

and

b) **Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Less than Significant)**

The VTA is responsible for ensuring local government conformance with the CMP for the County. The operating standard for the El Camino Real/Kiely Boulevard CMP intersection is LOS E. Intersections excluded from the CMP must meet the City's LOS D standard. According to the General Plan EIR, Kiely Boulevard between El Camino Real and Benton Street operates at LOS C under 2035 conditions.

Construction activities would require additional vehicles for hauling material, equipment, etc. to and from the project site, but these potential transportation-related impacts would be temporary in nature and limited to associated construction activities.

Once operational, the project would generate approximately 314 daily trips, with 21 trips occurring during the AM peak hour and 26 trips occurring in the PM peak hour (see **Appendix H**).<sup>35</sup> The General Plan EIR analyzed the project site as having a residential density of 37 to 50 DU/ac and at least 0.15 FAR of commercial use. Approval of the project would allow a less intense land use with 20 DU/acre, and no commercial use. Under future conditions with implementation of the General Plan, Kiely Boulevard between El Camino Real and Benton Street is expected to continue to operate at LOS C. Given that the project would result in reduced vehicle traffic than was projected in the General Plan EIR, and the project would not contribute substantial trips to the transportation network, this impact would be less than significant.

### **Queue Analysis**

The vehicular queuing analysis is based on vehicle queuing for high demand turning movements at intersections that provide primary access to the project area (see **Appendix H**). Although vehicle queuing is not a CEQA-related topic, the following queue analysis is provided for information purposes.

Vehicle queues analyses estimate future left-turn storage requirements at intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Likewise, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about one cycle during the peak hour for a signal with a 130-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only five percent of the time. The 95th percentile queue length is also known as the "design queue length".

#### *El Camino Real and Bowers Avenue / Kiely Boulevard*

The left-turn queue on northbound Kiely Boulevard and El Camino Real was evaluated. The northbound left-turn lane currently provides approximately 145 feet of vehicle storage, which can accommodate about six

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<sup>35</sup> Since the project generates less than 100 AM or PM peak hour trips, per CMP Guidelines, a TIA is not required.

vehicles. Under existing conditions, the estimated 95th percentile vehicle queue for the northbound left-turn movement is estimated to be 11 vehicles during the AM peak hour and 10 vehicles during the PM peak hour. The additional trips added by the proposed project would not affect the queues at this location. The 95th percentile queue length would be unchanged during both the AM and PM peak hours under existing plus project conditions. During signal cycles when the queue length exceeds the available storage, northbound left-turn vehicles would extend beyond the turn pocket into the two-way center left-turn lane leaving no space in the median for southbound left-turn vehicles to queue while waiting to turn into the Office Max driveway. Because this turn pocket overflow is expected to occur relatively infrequently (about nine times during each peak hour, and once or less per hour during off-peak periods), and would last only about 20 to 30 seconds each time before the queue would dissipate when the northbound left-turn movement receives a green arrow, it is not expected to affect traffic flow on Kiely Boulevard.

#### *Project Driveway and Kiely Boulevard*

An analysis of the left-turn movement from southbound Kiely Boulevard into the project driveway was conducted to determine if the project would cause operational issues. As currently proposed, the main project driveway on Kiely Boulevard would be offset from Butte Street by approximately 175 feet. A short left-turn pocket is striped on northbound Kiely Boulevard at Butte Street with a short two-way left-turn lane farther south. With the existing striping, vehicles that want to turn left from southbound Kiely Boulevard into the main project driveway could make their turn from the two-way left-turn lane. A queuing analysis was conducted to quantify whether the queue in the two-way left-turn lane would spill over into the number one (left-most) through lane.

The capacity of the southbound left-turn movement was measured directly using the tube count data. The tube count outputs include the time of each vehicle arrival measured in tenths of a second. The time between vehicle arrivals was compared to the critical gap and follow-up times to determine the number of vehicles that could successfully complete the southbound left-turn movement during the AM and PM peak hours. According to the Highway Capacity Manual, the minimum gap time required for a vehicle to turn left from Kiely Boulevard into the project driveway is 4.1 seconds. Subsequent vehicles attempting to make a left turn would require 2.2 seconds in follow-up time in addition to the minimum gap of 4.1 seconds. Based on the observed arrival times of northbound vehicles, there are sufficient gaps to accommodate up to 349 and 471 southbound left turns during the AM and PM peak hours, respectively.

The average delay for the southbound left-turn movement was then calculated based on the estimated left-turn volume (4 and 12 vehicles in the AM and PM peak hours, respectively) and the observed movement capacity. It is estimated that vehicles turning left from southbound Kiely Boulevard into the proposed project driveway would experience an average delay of approximately 15.4 and 12.8 seconds per vehicle during the AM and PM peak hours, respectively. Finally, the average and 95th percentile queue lengths for the southbound left turn were calculated. Based on the 95th percentile queue, no more than one southbound left-turn vehicle is expected to stop in the two-way left-turn lane at any given time. Therefore, the left turns into the project driveway are not expected to cause operational issues.

#### **c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (No Impact)**

The Mineta San Jose International Airport is the nearest airport to the project site, located approximately 2.5 miles northeast of the project site. The project site is not located within any airport land use plan. Implementation of the project would not have the potential to result in a change in air traffic patterns at any airport in the area. Therefore, there would be no impact.

**d) Substantially increase hazards due to a design feature (i.e., sharp curves or dangerous intersections) or incompatible uses (i.e., farm equipment)? (Less than Significant)**

Currently, the project site contains a surface parking lot associated with the Moonlite Lanes Bowling Alley, and is accessed by vehicles from Kiely Boulevard. The project entry point would be located at the northwest corner of the project site from northbound Kiely Boulevard. As such, there would be no change in vehicle access to the project site.

Based on the traffic analysis prepared for the project, there are no anticipated increases in safety or operational hazards associated with project implementation. Motorists exiting the site would have sufficient site distance at the proposed driveway. Additionally, the entrance would be designed in conformance with standard safety practices, and would not create impacts to pedestrians, bicyclists, or traffic operations. Therefore, impacts associated with potential increases in hazards due to project design features would be less than significant.

**e) Result in inadequate emergency access? (Less than Significant)**

The project would not change the existing roadway systems, and would be easily accessible to emergency vehicles. All lane widths within the project would meet the minimum width that can accommodate emergency vehicles and the final emergency vehicle access plan would be subject to final approval from the Fire Department. Additionally, emergency vehicles have the right-of-way during an emergency when their sirens are turned on, and other vehicles are required to pull over to the side of the road. No internal site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay. Therefore, the development of the project is expected to have a less-than-significant impact regarding emergency vehicle access.

**f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Less than Significant)**

The development is expected to serve approximately 158 new residents by developing 58 residential units. The project is estimated to produce a net increase of 341 daily trips, with an increase of 21 trips during the AM peak hour 26 trips during the PM peak hour. As discussed in **XVI.a/b**, the project would not substantially degradation operations on roadway segments utilized by bus transit in the area. Furthermore, new residents could easily utilize the nearby bus and Caltrain services rather than driving personal vehicles. Therefore, project impacts related to performance of public transit, bicycle and pedestrian facilities would be less than significant.

## XVII Tribal Cultural Resources

	Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Setting

Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe that are listed, or determined to be eligible for listing, in the national, state, or local register of historical resources. Additionally, a tribal cultural resource may also be a resource that the lead agency determines, in its discretion, is a tribal cultural resource. Cultural resources are generally defined as traces of human occupation and activity that include prehistoric and historic archaeological sites, districts, and objects; standing historic structures buildings, districts, and objects; and locations of important historic events of sites of traditional and/or cultural importance to various groups, tribal cultural resources signify the

intent to protect resources specifically of cultural value to a tribe. Specifically, the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 protect the following resources:

(c) A resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- (2) Is associated with the lives of persons important in our past.
- (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- (4) Has yielded, or may be likely to yield, information important in prehistory or history.

The CRAR (see **Appendix D**) evaluates the project's potential impacts to cultural and historic resources, including Native American resources. In northern California, cultural resources extend back in time for at least 9,000-11,500 years with Native American occupation and use of the Santa Clara Valley extending over 5,000-8,000 years and possibly longer. The area would have provided a favorable environment during the prehistoric period with riparian and inland resources readily available and the bayshore in relative close proximity. Native American occupation sites appear to have been selected for accessibility, protection from seasonal flooding, and the availability of resources for both food and industrial use.

Archaeological information for the general Bay Area suggests a slow steady increase in the prehistoric population over time with an increasing focus on permanent settlements with large populations in later periods. This change from hunter-collectors to an increased sedentary lifestyle is due to more efficient resource procurement as well as a focus on staple food exploitation, the increased ability to store food at village locations, and the development of increasing complex social and political systems including long-distance trade networks.

**Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

**a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). (No Impact)**

According to the CRAR, the Moonlite Lanes building is not eligible for listing in the California Register of Historical Resources under the Significance Criteria 1, 2, or 3 of the Public Resources Code Section 5024.1. The CRAR also concludes that the building is not a contributing resource to a California Register eligible historic district, nor does the building appear to be eligible under the City of Santa Clara "Criteria for Local Significance" as it is not culturally, historically, or architecturally significant. No impact would occur.

**b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (Less than Significant with Mitigation)**

According to the CRAR, no known ethnographic, traditional or contemporary Native American use areas and/or other features of cultural significance have been identified in or adjacent to the project site. No listed, determined, or pending CRHR have been identified in or adjacent to the project site. No local, state, or Federal historically or architecturally significant structures, landmarks, or points of interest have been identified within or adjacent to the project site.

The Sacred Lands File, operated by the NAHC, is a confidential set of records containing places of religious or social significance to Native Americans. To address the possibility of tribal cultural resources on the project site, Basin Associates conducted a Sacred Lands File search on June 17, 2015. The NAHC response on July 7, 2015 indicated that no known Native American cultural resources exist within the project vicinity. The NAHC results also noted, however, that the absence of specific site information in the Sacred Lands File does not indicate the absence of Native American cultural resources in the project vicinity. Included with the response was a list of nine Native American representatives that could provide site-specific knowledge on local Native American cultural resources.

To help determine whether a project may cause a substantial adverse change in the significance of a tribal cultural resource, Basin Associates contacted the California Native American tribes traditionally and culturally affiliated with the geographic area of the proposed project. On January 22, 2018, Circlepoint submitted a request for information to nine tribal representatives identified by the NAHC, which included a project description and a request for information regarding Native American resources within or adjacent to the project site. Circlepoint did not receive responses to this notice.<sup>36</sup>

The project site is located in an area of low to low-moderate potential for both prehistoric and historic archaeological resources although the channelized Saratoga Creek is 0.20 mile east of the project site. Previous subsurface impacts associated with infrastructure improvements and development over the past 50 years reduced the potential for significant subsurface cultural resources. There a possibility that a tangible tribal cultural resource, in the form of an object, may become visible once vegetation is removed or during construction activities such as grading and excavation. Implementation of **CUL-1** and **CUL-3** would reduce this impact to a less-than-significant level.

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<sup>36</sup> On July 8, 2015, Basin Associates submitted a request for information to the nine representatives identified by the NAHC for a previous project proposed on this project site. Basin Associates did not receive responses to this notice.

## XVIII Utilities and Service Systems

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with Federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Setting

### **Water**

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The City of Santa Clara Water and Sewer Utility (SCWSU) serves as the water retailer for all water users in Santa Clara, and had approximately 25,715 water service connections in 2015. According to the SCWSU's 2015 Urban Water Management Plan<sup>37</sup>, SCWSU's distribution system consists of 335 miles of distribution mains, 33 miles of recycled water pipelines, and 7 storage tanks totaling 28.8 million gallons of storage capacity. Average demand in 2015 was 16.8 mgd of potable water and 3.2 mgd of recycled water.<sup>38</sup>

Santa Clara operates 26 wells within an extensive local underground aquifer that provides about 54 percent of the City's water supply. Approximately 35 percent of the water supply is provided by two wholesale water agencies: Santa Clara Valley Water District and San Francisco Public Utilities Commission. The remainder of Santa Clara's water supply is provided by recycled water from the San Jose/Santa Clara Regional Wastewater Facility (RWF) under the South Bay Recycled Water program, and is used exclusively for irrigation.

Santa Clara's City Council in 2016 approved and adopted an Urban Water Management Plan, which concluded that the SCWSU has adequate water supplies to meet demand in its service area, but may encounter system-wide shortages during prolonged periods of drought in future years.

### **Wastewater**

The City's wastewater collection system includes approximately 270 miles of sewer pipelines ranging from 6 to 48 inches in diameter, and seven sewage pump stations.<sup>39</sup> In addition to conveying the City's wastewater flows to the RWF, the City must provide conveyance capacity for the City of Cupertino, based upon a contractual agreement entered into when the City of Santa Clara purchased an existing sewer trunk line from the Cupertino Sanitation District. Based on hydraulic modeling of the system, several sewer mains and collector lines are at or near capacity. The collection system conveys wastewater to the RWF, located north of Highway 237 in San Jose. The City's current average dry weather flow is 11.5 mgd based on 2016 data, while the City's allocation of treatment capacity is 24.182 mgd.

### **Solid Waste**

Mission Trail Waste System (Mission Trail) provides solid waste collection services through a contract with the City. Mission Trail also has a contract to implement the Clean Green portion of the City's recycling plan by collecting yard waste. The City has an arrangement with the owners of the Newby Island Landfill, located in San Jose, to provide disposal capacity for the City through 2024. Recycling services are provided through Stevens Creek Disposal and Recycling.

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<sup>37</sup> Water Conservation Bill of 2009 SBX7-7 requires urban water suppliers of a certain size to prepare an Urban Water Management Plan that assesses the reliability of water sources over a 20-year planning horizon and reports progress on 20 percent reduction in per-capita urban water consumption by the year 2020. The plans must be prepared every 5 years and submitted to the Department of Water Resources.

<sup>38</sup> City of Santa Clara Water and Sewer Utilities. 2015. *Urban Water Management Plan*.<sup>39</sup> Santa Clara Valley Transportation Authority, 2016. *VTA'S BART Silicon Valley Phase II Extension Project Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report and Draft Section 4(f) Evaluation*.

<sup>39</sup> Santa Clara Valley Transportation Authority, 2016. *VTA'S BART Silicon Valley Phase II Extension Project Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report and Draft Section 4(f) Evaluation*.

The existing California Integrated Waste Management Act of 1989 establishes an integrated waste management program. Each state agency must develop adopt, in consultation with the board, an integrated waste management plan (IWMP). The County's IWMP was approved by the California Integrated Waste Management Board in 1996. Since that time it has undergone two 5-year reviews. The jurisdictions in the Santa Clara County IWMP include Campbell, Cupertino, Gilroy, Morgan Hill, Los Altos, Los Altos Hills, Los Gatos, Milpitas, Monte Sereno, Mountain View, Palo Alto, San José, Santa Clara, Saratoga, Sunnyvale, and the Unincorporated Areas of the County.

**a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Less than Significant)**

Wastewater from the project would be treated at the RWF, managed, and operated by San Jose's Environmental Services Department. The facility is located in San Jose at 700 Los Esteros Road, about 8 miles north of the project site. The RWF has the capacity to treat 167 mgd of liquid waste under dry weather conditions; once treated, the effluent is discharged to the San Francisco Bay with a portion delivered to the South Bay Water Recycling (SBWR) Project. The RWF's permit to treat and discharge wastewater into the San Francisco Bay is regulated by the National Pollutant Discharge Elimination System (NPDES), administered by the EPA. In 2017, the peak week influent flow was 107.3 mgd.<sup>40</sup> The 2017 RWF Plant Capacity is 167 mgd, leaving an excess of 59.7 mgd.<sup>41</sup> The average per-unit flow rate for multi-family housing types for the City of Santa Clara is 149 gpd.<sup>42</sup> With the proposed addition of 58 new residential units, the project wastewater flow is anticipated to be 8,642 gpd, and would contribute approximately 0.01 percent toward the facility's unused capacity.<sup>43</sup> Therefore, the plant would be able to accommodate increased flows associated with the project and the impact would be less than significant.

**b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Less than Significant)**

As stated above, the proposed residential complex would generate approximately 8,642 gpd of wastewater. Municipal water and wastewater services within Santa Clara both have available capacity and services that could accommodate the project.<sup>44</sup> According to the City's Sanitary Sewer Capacity Assessment, no improvements to the sewer system would be necessary during Phase II (2015-2025) of the General Plan buildout. Additionally, those improvements deemed necessary under Phase I and III of General Plan buildout do not occur within close proximity to the project site. Given this, the project's sanitary sewer demands would be adequately met by existing sanitary sewer infrastructure. Therefore the project would not require the construction of new water or wastewater treatment facilities. This impact would be less than significant.

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<sup>40</sup> City of San Jose, Environmental Services Department. *Tributary Agencies Estimated Available Plant Capacity – 2017*. December 20, 2017.

<sup>41</sup>  $167 - 107.3 \text{ mgd} = 59.7 \text{ mgd}$  (ADWF daily limit - Average wastewater treated daily - = additional daily capacity).

<sup>42</sup> City of San Jose. February 2015. Phase 3 Flow and Load Study Technical Memorandum No. 3. Available: <http://sanjoseca.gov/DocumentCenter/View/40355>.

<sup>43</sup>  $8,642 / 59,700,000 \text{ gpd} * 100 = 0.01 \text{ percent}$  (wastewater from project site as percent of existing wastewater capacity).

<sup>44</sup> SCPWD, 2016. Personal communication with Kimchi Tran, Civil Engineer I (email).

**c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Less than Significant)**

Given the redevelopment of the site from largely paved parking areas to a large residential building and associated parking structure, drainage patterns would be altered. The proposed modifications to stormwater drainage infrastructure would be submitted to the City for approval prior to the issuance of a building permit. Given the above, environmental impacts associated with new stormwater drainage infrastructure would be less than significant. Refer to **Section IX, Hydrology and Water Quality**, for additional information.

**d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Less than Significant)**

The project's potable water demand would be approximately 13,345 gpd. The 2015 UWMP states total water usage in Santa Clara County was 280,000 acre feet in calendar year 2015, equivalent to about 249,969,219 gpd. The project's water demand would represent about 0.005 percent of daily demand in Santa Clara County. The City's 2015 UWMP concluded that sufficient water supplies exist to meet the City-wide projected demand. Based on this assessment, and that demand at the project site would be below was accounted for in the General Plan for the site, there are sufficient water supplies to provide service to the project. Therefore, the project would have sufficient water supplies available from existing entitlements and would not require new or expanded entitlements to service the project. This impact would be less than significant.

**e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Less than Significant)**

See **XVII.a** and **XVII.b**.

**f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Less than Significant)**

According to the General Plan EIR, solid waste collection services would be provided to the project by Mission Trail Waste System. According to the Draft EIR for Newby Island Sanitary Landfill and the Recyclery Rezoning, in 2008 the landfill had sufficient capacity to serve the City up to the year 2024. The Newby Island Sanitary Landfill and the Recyclery Rezoning, approved in 2015, increased this facility's permitted capacity.

According to General Plan EIR, the average person produces 6.9 pounds (lbs.) of solid waste per day. As such, the project would produce up to approximately 1,090.2 lbs of solid waste per day, and approximately 397,923 lbs (199 tons) of solid waste per year<sup>45</sup>. Given that the project would produce only 0.47 percent of the 2035 General Plan's anticipated 42,000 tons of solid waste, the project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste.<sup>46</sup> As such, this impact would be less than significant and no mitigation would be required.

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<sup>45</sup> 6.9 lbs of waste per day\*158 people= 1,090.2 lbs /dy\*365= 397,923 lbs/yr.

<sup>46</sup> 1,070,363 lbs/yr / 84,000,000 lbs solid waste by 2035\*100= 1.3 percent of total General Plan solid waste projection.

**g) Comply with Federal, State, and local statutes and regulations related to solid waste? (No Impact)**

The project consists of proposed residential land uses. These residential land uses would not result in the generation of unique types of solid waste that would conflict with existing regulations applicable to waste disposal. The project would be required to comply with Santa Clara solid waste disposal requirements as determined by the County’s IWMP. The IWMP stipulates that each jurisdiction in the County has a diversion requirement of 50 percent for 2000 and each year thereafter until 2020 when the jurisdictions must meet a 75 percent diversion requirement. The City's diversion rate is based on a daily generation rate in terms of lbs/person per day. The target rate is the equivalent of 50 percent diversion based on a jurisdiction's base year.

With adherence to the IWMP above, as well as to recycling programs established under Assembly Bill (AB) 939, and the Integrated Waste Management Act, the project would comply with Federal, State, and local statutes and regulations related to solid waste. No impact would occur.

**XIV Mandatory Findings of Significance**

	Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Have the potential to degrade quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Have the potential to degrade quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Less than Significant)**

The project site does not provide suitable habitat for any regionally occurring special-status plant or wildlife species for the following reasons: (1) the site is in a developed urban area and is isolated from areas of natural habitat; and (2) the site is fully developed with a bowling alley and paved parking areas. Therefore, impacts to special-status plant and wildlife species from development and operation of the project are not expected to occur. The City has an ordinance governing tree removal that requires a permit for the removal of a street tree or a tree in a public place (12.35.020) and General Plan policies for tree protection (5.10.1-P3 and 5.10.1-P4 ) and tree replacement (5.3.1-P10 ). The proposed project requires the removal of approximately 32 trees, and some of these trees may be protected by the City's General Plan policies. These trees are described in the Arborist Report (see **Appendix C**). In the absence of complying with the requirements of the local street tree ordinance and General Plan policies, related impacts are potentially significant. However, the project applicant shall comply with City ordinance requirements and General Plan policies. **Mitigation Measures BIO-3a** through **BIO-3c** would reduce this impact to a less-than-significant level. **Mitigation Measures BIO-1** and **BIO-2** are also provided to protect bird communities and special-status bats.

The project has the potential to encounter unknown cultural resources during construction activities. **Mitigation Measures CUL-1** through **CUL-3** are included herein to ensure any impacts to cultural resources would be less than significant. Therefore, the project would not have the potential to degrade the quality of the environment; substantially reduce the habitat of fish or wildlife species; or eliminate important examples of the major periods of California history or prehistory. Any impacts would be less than significant.

**b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (Less than Significant)**

The cumulative impact analyses determine whether the proposed project in combination with other approved or foreseeable projects would result in a significant cumulative impact, and, if so, whether the project's contribution to the significant cumulative impact would be cumulatively considerable.

This Initial Study evaluates cumulative impacts using the General Plan EIR assuming the project would be consistent with applicable land use plans and policies once the General Plan Amendment is approved. Consistent with CEQA Guidelines, Section 15130(a), the discussion of cumulative impacts in this Initial Study focuses on significant and potentially significant impacts determined in the General Plan EIR and the project's contribution to those impacts. The General Plan EIR included an impact analysis that addresses buildout of the General Plan, including the project site. The General Plan EIR is incorporated by reference and available for public review at the City of Santa Clara, Planning and Inspection Department, 1500 Warburton Avenue, Santa Clara, CA 95050, between the hours of 8:00 a.m. – 12:00 p.m. and 1:00 p.m. – 5:00 p.m., Monday through Friday.

Less than Significant Cumulative Impacts

The General Plan EIR identified significant impacts to the following environmental topics:

- Population and Housing
- Public Utilities
- Biological Resources
- Air Quality
- Traffic and Transportation
- Noise
- Climate Change.

Out of the seven criteria listed above, significant impacts to Population and Housing, Biological Resources, and Air Quality would be reduced to a less-than-significant level with implementation of mitigation measures outlined in the General Plan EIR. Therefore, these topics would not result in a cumulative impact and these topics are not discussed further.

#### Potentially Significant Cumulative Impacts

The General Plan EIR identified significant and unavoidable impacts on the following environmental topics: Transportation and Traffic; Noise; Climate Change; and Public Utilities (solid waste disposal capacity). Due to the large projected population growth, increased urbanization, and the resultant demand on City infrastructure, impacts to Transportation and Traffic, Noise, Climate Change and Public Utilities cannot be sufficiently mitigated to a less-than-significant level with buildout of the General Plan. Therefore, these topics result in a cumulative impact.

As discussed in **Section XVI, Transportation/Traffic**, the project would generate approximately 314 daily trips, with 21 trips occurring during the AM peak hour and 26 trips occurring in the PM peak hour (see **Appendix H**). Furthermore, the General Plan EIR analyzed the project site as having a residential density of 37 to 50 DU/ac and at least 0.15 FAR of commercial use, while approval of the project would allow a less intense land use with 20 DU/acre and no commercial use. As such, the project would result in reduced vehicle traffic than was projected in the General Plan. The project would not result in a considerable contribution to the cumulative transportation and traffic impact.

The project's contribution to global climate change is discussed in **Section VII, Greenhouse Gas Emissions**. Development of the project would incorporate applicable policies of BAAQMD as well as comply with the City's Climate Action Plan. The project would implement all applicable BAAQMD BMPs, as required by Standard Permit Conditions, to reduce short-term construction-related diesel emissions. Additionally, the project would not exceed operational or construction-period emissions standards established by BAAQMD. Therefore, the project would not result in a considerable contribution to the cumulative global climate change impact.

The City has available landfill capacity at Newby Island Landfill in San Jose through 2024, and the Newby Island Sanitary Landfill and the Recyclery Rezoning was approved in 2015 to expand this facility's permitted capacity. As discussed in **Section XVIII, Utilities and Service Systems**, the project would produce approximately 199 tons of solid waste per year, or 0.47 percent of the 2035 General Plan's anticipated 42,000 tons of solid waste produced annually by the City. Therefore, the 158 new residents<sup>47</sup> associated with the project would not generate amounts of solid waste that would exceed Newby Island Landfill's capacity before 2024, and the project would not substantially contribute to this cumulative solid waste impact.

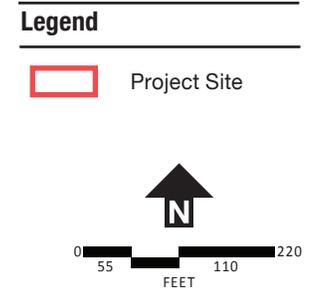
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<sup>47</sup> 2.73 persons per household X 58 units = 158 new residents; refer to **Section XIII, Population and Housing**

Although the General Plan EIR identified a significant impact related to localized noise increases in traffic noise on roadway segments, the project would not result in a significant impact to traffic on surrounding roadways and highways and would not contribute to an increase in traffic noise levels. Compared to the existing traffic volumes along Kiely Boulevard, additional peak hour trips would result in a noise level increase of less than 1 dBA CNEL. Given this, traffic related noise generated by the project would not be greater than existing conditions. Therefore, the project would not result in a considerable contribution to the cumulative noise impact.

**c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Less than Significant)**

Implementation of the proposed project would not result in any significant unavoidable impacts, impacts that are cumulatively considerable, or directly or indirectly cause substantial adverse effects on human beings. Additionally, the implementation of the mitigation measures identified herein would reduce all potential impacts to a less-than-significant level. Therefore, the project would not result in impacts that would cause substantial adverse effects on human beings, either directly or indirectly.



Project Location Map

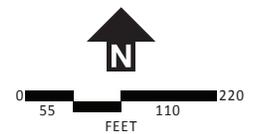
Figure 1

Source: Circlepoint, 2018.



**Legend**

 Project Site



Existing Land Uses

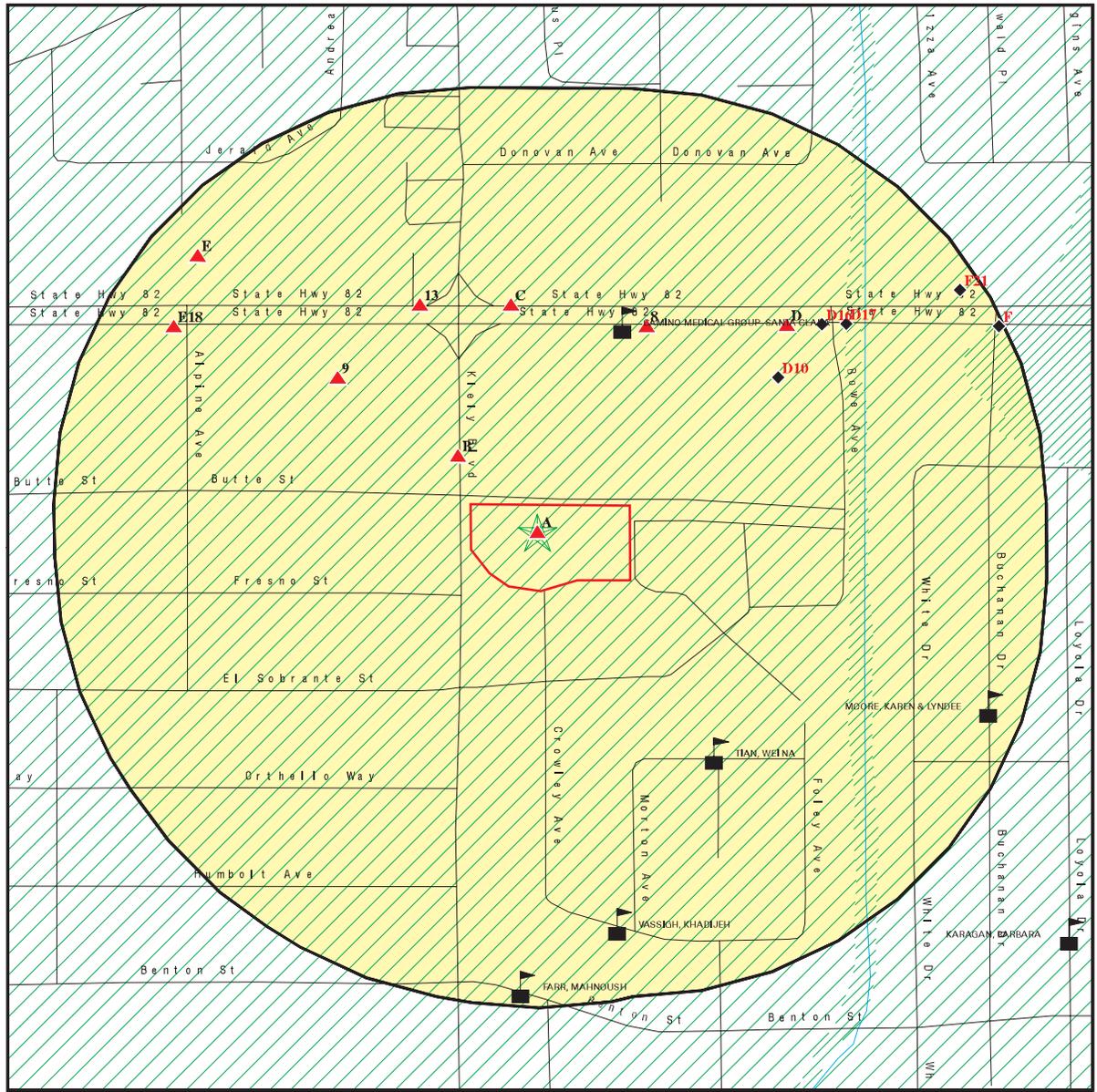
Figure **2**

Source: Circlepoint, 2018.



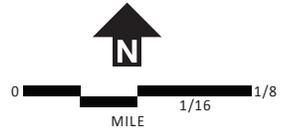
Project Site Plan

Figure



**Legend**

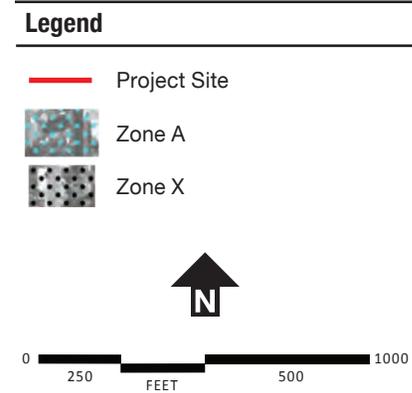
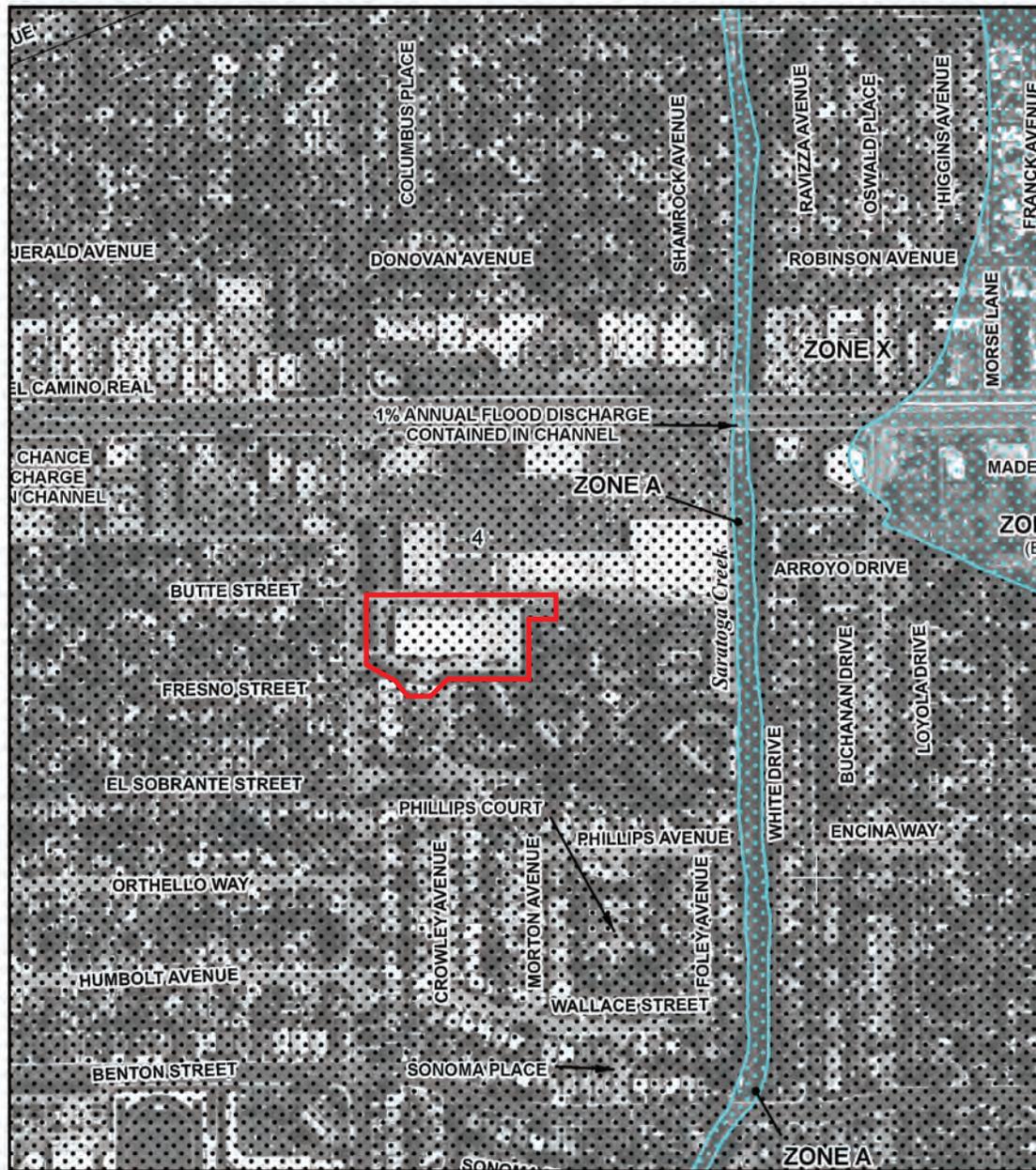
- Project Site
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- Sensitive Receptors
- 100-year flood zone
- 500-year flood zone



**Hazardous Release Sites within 0.25 mile of Project Site**

**Figure 4**

Source: PII Environmental, 2015.



Federal Emergency Management Agency, Special Flood Hazards Area

Figure **5**

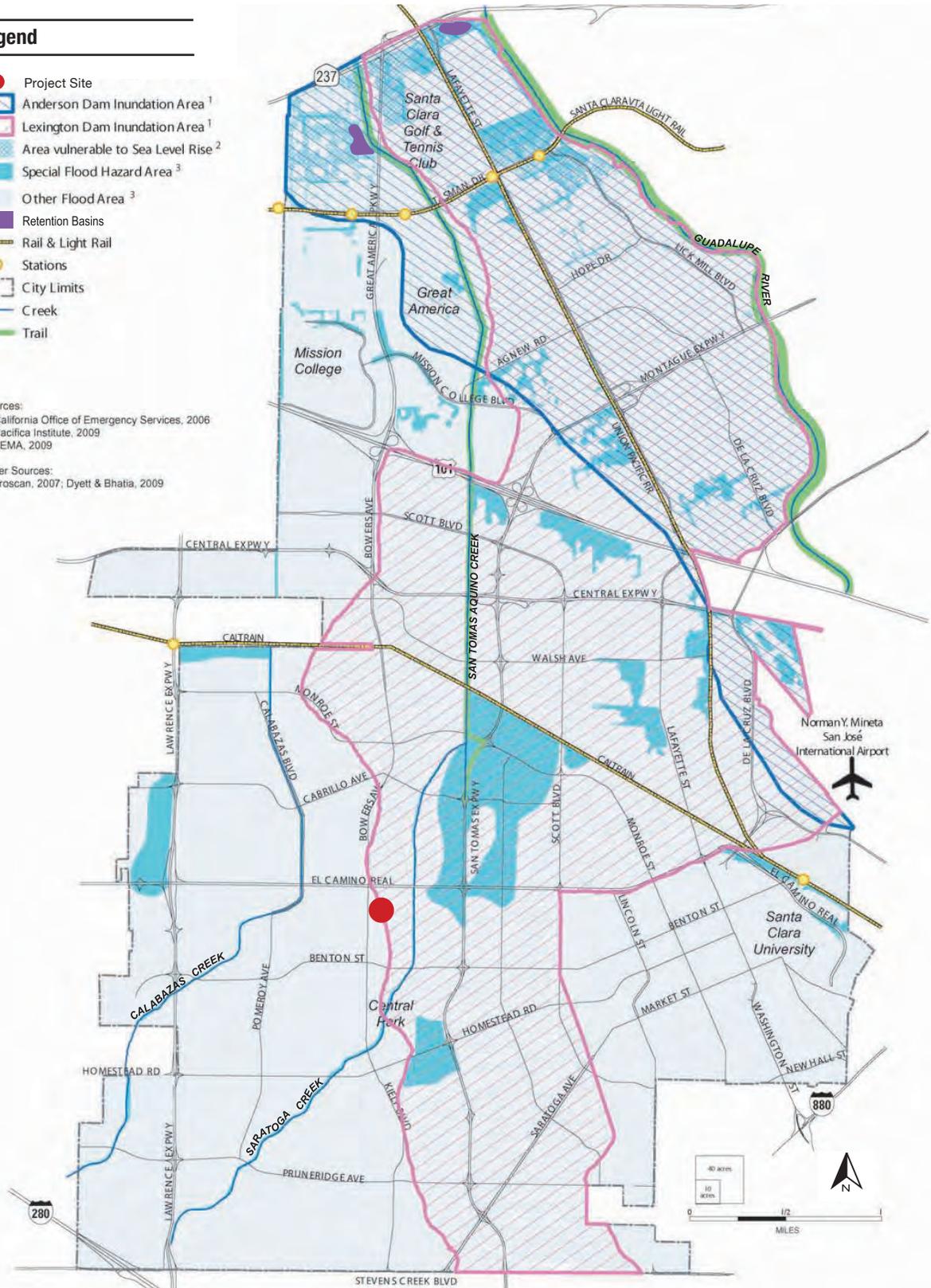
Source: FEMA, 2009.

**Legend**

- Project Site
- Anderson Dam Inundation Area <sup>1</sup>
- Lexington Dam Inundation Area <sup>1</sup>
- Area vulnerable to Sea Level Rise <sup>2</sup>
- Special Flood Hazard Area <sup>3</sup>
- Other Flood Area <sup>3</sup>
- Retention Basins
- Rail & Light Rail
- Stations
- City Limits
- Creek
- Trail

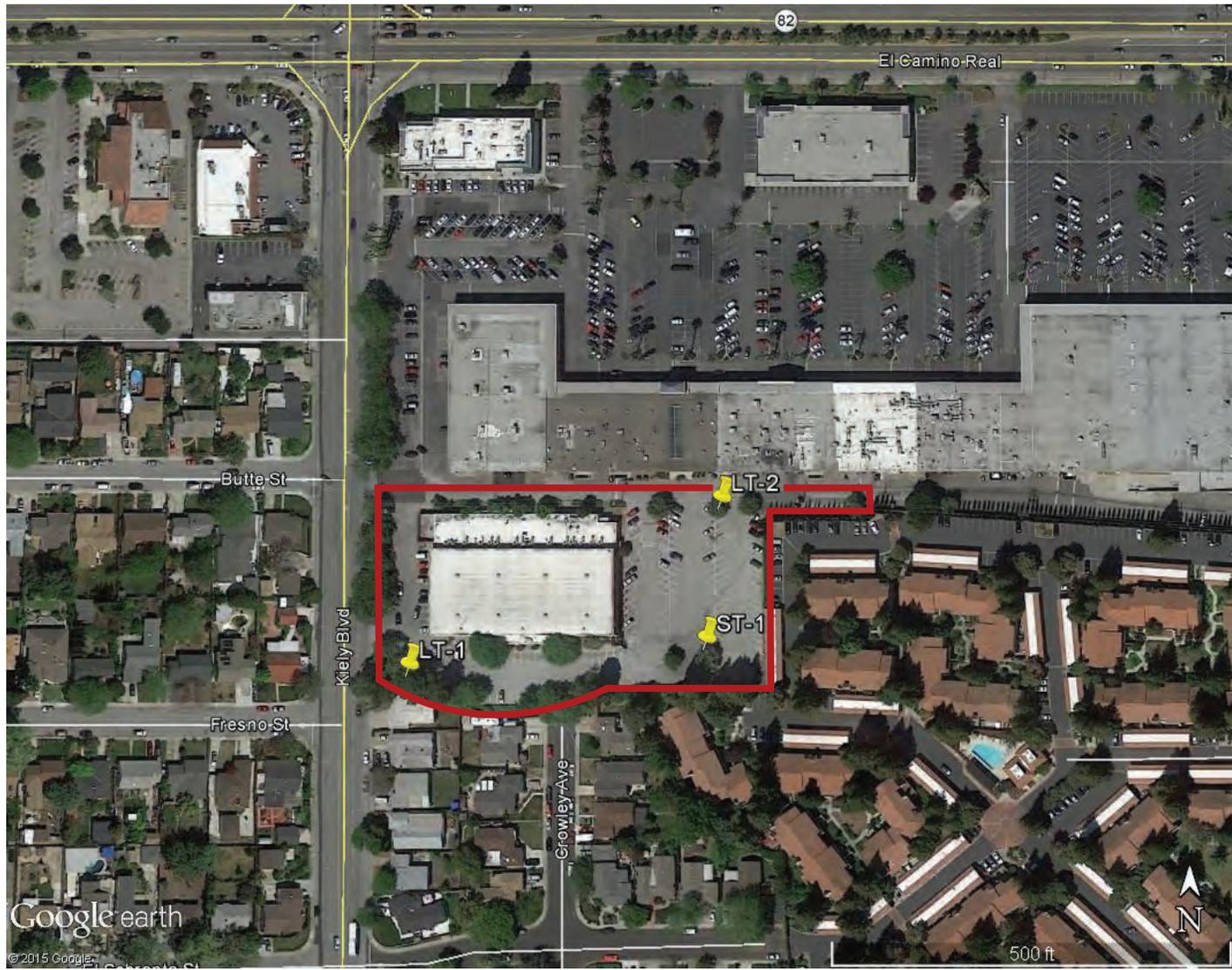
Sources:  
 1. California Office of Emergency Services, 2006  
 2. Pacifica Institute, 2009  
 3. FEMA, 2009

Other Sources:  
 Metroscan, 2007; Dyett & Bhatia, 2009



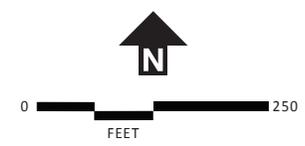
Lexington Dam Inundation Area

Figure



**Legend**

- Project Site
- LT-1 Long-term measurement 1
- LT-2 Long-term measurement 2
- ST-1 Short-term measurement 1



Noise Monitoring Locations

Source: Illingworth & Rodkin, 2018.

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**City of Santa Clara  
Moonlite Lanes Townhomes Project**

**Mitigation, Monitoring, or Reporting Program**

**Prepared For:**

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

**Prepared By:**

Circlepoint  
46 S. 1st Street  
San Jose, CA 95113

**March 2018**

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## Mitigation, Monitoring, or Reporting Program

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Impact</i>	<i>Responsible Party</i>	<i>Timing</i>
Aesthetics	<b>Mitigation Measure AES-1:</b> The project developer shall install low-profile, low-intensity lighting directed downward to minimize light and glare.	Less than Significant with Mitigation	Project Applicant	Design, Construction
Aesthetics	<b>Mitigation Measure AES-2:</b> High-intensity outdoor lighting on individual homes and structures shall be prohibited.	Less than Significant with Mitigation	Project Applicant	Design, Construction
Aesthetics	<b>Mitigation Measure AES-3:</b> The project developer shall use shielded fixtures for street and walkway lighting to minimize glare produced by the lighting on the project site.	Less than Significant with Mitigation	Project Applicant	Design, Construction
Air Quality	<p><b>Mitigation Measure AQ-1:</b> During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust:</p> <ul style="list-style-type: none"> <li>▪ All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>▪ All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>▪ All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>▪ All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).</li> <li>▪ All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>▪ Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>▪ All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> <li>▪ Post a publicly visible sign with the telephone number and person to contact at</li> </ul>	Less than Significant with Mitigation	Contractor	Construction

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Impact</i>	<i>Responsible Party</i>	<i>Timing</i>
	the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District's phone number shall also be visible to ensure compliance with applicable regulations.			
<b>Air Quality</b>	<p><b>Mitigation Measure AQ-2:</b> The project shall develop a plan demonstrating that the off-road equipment used to on-site to construct the project would achieve a fleet-wide average of at least 51 percent reduction in diesel particulate matter (DPM) emissions. One feasible plan to achieve this reduction would include the following:</p> <ul style="list-style-type: none"> <li>▪ All mobile diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent.</li> <li>▪ All diesel-powered portable equipment (i.e., aerial lifts, air compressors, and forklifts) operating on the site for more than two days shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent.</li> <li>▪ Note that the construction contractors could use other measures to minimize construction period DPM emissions to reduce the estimated cancer risk below the thresholds. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.</li> </ul>	Less than Significant with Mitigation	Contractor	Construction
<b>Biological Resources</b>	<p><b>Mitigation Measure BIO-1:</b> Prior to building demolition, a qualified bat biologist shall conduct a focused habitat assessment. The habitat assessment shall be conducted enough in advance to ensure that the commencement of building demolition can be scheduled during seasonal periods of bat activity if required. If no signs of day roosting activity are observed, no further actions will be required. If bats or signs of day roosting by bats are observed, a qualified bat biologist will prepare specific recommendations for either partial dismantling to cause bats to abandon the roost, or humane eviction, both to be conducted during seasonal periods of bat activity if required.</p>	Less than Significant with Mitigation	Project Applicant, Qualified Biologist	Pre-Construction, Construction
<b>Biological Resources</b>	<p><b>Mitigation Measure BIO-2:</b> If construction activities commence any time during the nesting/breeding season of native bird species potentially nesting near the site (typically February through August in the project region), a pre-construction survey</p>	Less than Significant with Mitigation	Project Applicant, Qualified Biologist	Pre-Construction, Construction

<b>Environmental Factor</b>	<b>Mitigation Measures</b>	<b>Level of Impact</b>	<b>Responsible Party</b>	<b>Timing</b>
	<p>for nesting birds would be conducted by a qualified biologist within two weeks of the commencement of construction activities.</p> <p>If active nests are found in areas that could be directly affected or are within 200 feet of construction and would be subject to prolonged construction-related noise, a no-disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them will be determined by taking into account the following factors:</p> <ul style="list-style-type: none"> <li>▪ Noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity;</li> <li>▪ Distance and amount of vegetation or other screening between the construction site and the nest; and</li> <li>▪ Sensitivity of individual nesting species and behaviors of the nesting birds.</li> </ul>			
<b>Biological Resources</b>	<p><b>Mitigation Measure BIO-3a:</b> The following measures shall be implemented during the plan check phase:</p> <ul style="list-style-type: none"> <li>▪ All plans affecting trees shall be reviewed by the City Arborist with regard to tree impacts. These include, but are not limited to, demolition plans, grading and utility plans, landscape and irrigation plans.</li> <li>▪ A Tree Protection Zone shall be established around each tree to be preserved. No grading, excavation, construction, or storage of materials shall occur within that zone. The Tree Protection Zone for off-site trees #404-408 shall be established at the property line to the south and at the dripline in all other directions.</li> <li>▪ Underground services including utilities, sub-drains, water, or sewer shall be routed around the Tree Protection Zone. Where encroachment cannot be avoided, special construction techniques such as hand digging or tunneling under roots shall be employed where necessary to minimize root injury.</li> <li>▪ Tree Preservation Notes, prepared by the City Arborist, shall be included on all plans.</li> <li>▪ Irrigation systems must be designed so that no trenching will occur within the Tree Protection Zone.</li> <li>▪ Herbicides placed under paving materials must be safe for use around trees and labeled for that use.</li> </ul>	Less than Significant with Mitigation	Project Applicant	Pre-Construction

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Impact</i>	<i>Responsible Party</i>	<i>Timing</i>
<b>Biological Resources</b>	<p><b>Mitigation Measure BIO-3b:</b> The following measures shall be implemented prior to construction:</p> <ul style="list-style-type: none"> <li>▪ Prior to beginning work, the contractors working in the vicinity of trees to be preserved are required to meet with the City Arborist at the site to review all work procedures, access routes, storage areas, and tree protection measures.</li> <li>▪ Fence trees to completely enclose the Tree Protection Zone prior to demolition, grubbing or grading. Fences shall be 6-foot chain link or equivalent as approved by the City. Fences are to remain until all grading and construction is completed.</li> <li>▪ Where possible, cap and abandon all existing underground utilities within the Tree Protection Zone in place. Removal of utility boxes by hand is acceptable but no trenching shall be performed within the Tree Protection Zone in an effort to remove utilities, irrigation lines, etc.</li> <li>▪ If structures and underground features have to be removed within the Tree Protection Zone, it shall be done by hand or using the smallest equipment, and operate from outside the Tree Protection Zone. The Consulting Arborist shall be onsite during all operations within the Tree Protection Zone to monitor demolition activity.</li> <li>▪ Pruning of trees to be preserved may be required to clean the crown and to provide clearance. Any pruning of off-site trees should be performed with the property owner's permission. All pruning shall be done by a State of California Licensed Tree Contractor (C61/D49). All pruning shall be done by Certified Arborist or Certified Tree Worker in accordance with the Best Management Practices for Pruning (International Society of Arboriculture, 2002) and adhere to the most recent editions of the American National Standard for Tree Care Operations (Z133.1) and Pruning (A300).</li> <li>▪ Apply and maintain 4-6 inches of wood chip mulch within the Tree Protection Zone.</li> </ul>	Less than Significant with Mitigation	Project Applicant, Contractor, Consulting Arborist	Pre-Construction, Construction
<b>Biological Resources</b>	<p><b>Mitigation Measure BIO-3c:</b> The following measures shall be implemented during construction:</p> <ul style="list-style-type: none"> <li>▪ Any excavation within the dripline or other work that is expected to encounter tree roots should be approved and monitored by the Consulting Arborist. Roots shall be cut by manually digging a trench and cutting exposed roots with a sharp saw. The Consulting Arborist will identify where root pruning is required.</li> <li>▪ Construction trailers, traffic and storage areas must remain outside fenced areas</li> </ul>	Less than Significant with Mitigation	Project Applicant, Contractor, Consulting Arborist	Construction

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Impact</i>	<i>Responsible Party</i>	<i>Timing</i>
	<p>at all times.</p> <ul style="list-style-type: none"> <li>▪ Prior to grading, pad preparation, excavation for foundations/footings/walls, trenching, trees may require root pruning outside the Tree Protection Zone by cutting all roots cleanly to the depth of the excavation. Roots shall be cut by manually digging a trench and cutting exposed roots with a saw, with a vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root pruning equipment. The Consulting Arborist will identify where root pruning is required.</li> <li>▪ All underground utilities, drain lines, or irrigation lines shall be routed outside the Tree Protection Zone. If lines must traverse through the protection area, they shall be tunneled or bored under the tree as directed by the Consulting Arborist.</li> <li>▪ If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.</li> <li>▪ Any root pruning required for construction purposes shall receive the prior approval of and be supervised by the Consulting Arborist.</li> <li>▪ No excess soil, chemicals, debris, equipment, or other materials shall be dumped or stored within the Tree Protection Zone.</li> </ul>			
<b>Cultural Resources</b>	<p><b>Mitigation Measure CUL-1:</b> The following measures would be implemented during project construction:</p> <ul style="list-style-type: none"> <li>▪ The project applicant shall note on any plans that require ground disturbing excavation that there is potential for exposing buried cultural resources, including prehistoric Native American burials.</li> <li>▪ The project proponent shall retain a Professional Archaeologist to provide preconstruction briefing(s) to supervisory personnel of any excavation contractor to alert them to the possibility of exposing significant prehistoric archaeological resources within the project site. The briefing shall discuss any archaeological objects that could be exposed, the need to stop excavation at the discovery, and the procedures to follow regarding discovery protection and notification of the project proponent and archaeological team. An “Alert Sheet” shall be posted in conspicuous locations at the project site to alert personnel to the procedures and protocols to follow for the discovery of potentially significant prehistoric archaeological resources.</li> <li>▪ The project applicant shall retain a Professional Archaeologist on an “on-call”</li> </ul>	Less than Significant with Mitigation	Project Applicant	Construction

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Impact</i>	<i>Responsible Party</i>	<i>Timing</i>
	<p>basis during ground disturbing construction to review, identify, and evaluate cultural resources that may be inadvertently exposed during construction. In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director of Community Development will be notified, and the archaeologist will examine to determine if they are historical resource(s) and/or unique archaeological resources.</p> <ul style="list-style-type: none"> <li>▪ If the Professional Archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project applicant, the City of Santa Clara Director of Community Development, and other appropriate parties of the evaluation and recommended mitigation measures in accordance with California Public Resources Code Section 15064.5. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing, and data recovery, among other options. An Archaeological Monitoring Plan will be prepared by the Project Archaeologist if significant archaeological deposits are exposed during ground disturbing construction for implementation following review and approval by the Director of Community Development.</li> <li>▪ A Monitoring Closure Report shall be submitted to the Director of Community Development at the conclusion of ground disturbing construction if archaeological and Native American monitoring of excavation was undertaken documenting any data recovery during monitoring.</li> </ul>			
<b>Cultural Resources</b>	<p><b>Mitigation Measure CUL-2:</b> A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should the potential for loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to minimize the impact.</p>	Less than Significant with Mitigation	Project Applicant, Contractor	Pre-Construction, Construction
<b>Cultural Resources</b>	<p><b>Mitigation Measure CUL-3:</b> If human resources are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped. The treatment of human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity within the project shall comply with applicable State laws. This shall include immediate notification of the Santa Clara County Medical Examiner and the City of Santa Clara. In the event of the coroner's determination that the human remains are of Native American origin or whether an investigation into the cause of death is required. If the remains are</p>	Less than Significant with Mitigation	Project Applicant, Contractor	Construction

<b>Environmental Factor</b>	<b>Mitigation Measures</b>	<b>Level of Impact</b>	<b>Responsible Party</b>	<b>Timing</b>
	<p>determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once the NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.</p> <p>The project sponsor, archaeological consultant, and Most Likely Descendant shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The California Public Resources Code allows 48 hours to reach agreement on these matters. If the Most Likely Descendant and other parties do not agree on the reburial method, the project will follow Public Resources Code Section 5097.98(b) which states that “. . . the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.”</p>			
<b>Geology and Soils</b>	<b>Mitigation Measure GEO-1:</b> Project design and construction shall adhere to Title 15, Buildings, and Construction of the Santa Clara City Code, and comply with all design standards from the applicable California Building Code (in Title 24 of the California Code of Regulations).	Less than Significant with Mitigation	Project Applicant, Contractor	Pre-Construction, Construction
<b>Geology and Soils</b>	<b>Mitigation Measure GEO-2:</b> A complete site-specific geotechnical investigation report shall be completed. The report shall discuss and quantify the liquefaction and differential settlement potential for the site to a minimum depth of 50 feet and provide design recommendations for the project.	Less than Significant with Mitigation	Project Applicant	Pre-Construction
<b>Geology and Soils</b>	<b>Mitigation Measure GEO-3:</b> To reduce the potential for damage to the planned at-grade structures, slabs on-grade shall have sufficient reinforcement and be supported on a layer of non-expansive fill and footings should extend below the zone of seasonal moisture fluctuation. In addition, it is important to limit moisture changes in the surficial soils; positive drainage shall be used to direct drainage away from buildings and irrigation for landscaping should be limited.	Less than Significant with Mitigation	Project Applicant	Design, Pre-Construction
<b>Hazards and Hazardous Materials</b>	<b>Mitigation Measure HAZ-1:</b> The applicant, with prior City written approval, shall contract qualified experts to identify and remove ACBMs. These shall be removed from the site and properly disposed of prior to, and as a condition of, the City of Santa Clara issuing a permit for site demolition.	Less than Significant with Mitigation	Project Applicant	Pre-Construction
<b>Hazards and Hazardous Materials</b>	<b>Mitigation Measure HAZ-2:</b> The applicant, with prior City written approval, shall contract qualified experts to identify and remove lead-based material. These are to be removed from the site and properly disposed of prior to, and as a condition of, the City issuing a permit for site demolition.	Less than Significant with Mitigation	Project Applicant	Pre-Construction

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Impact</i>	<i>Responsible Party</i>	<i>Timing</i>
Noise	<p><b>Mitigation Measure NOI-1:</b> Mechanical equipment shall be designed to minimize noise impacts on surrounding uses, particularly residences located south and east of the site. This can be accomplished by locating noise-generating equipment on the northernmost portion of the buildings to maximize the distance from the existing single-family houses to the south and apartments to the east, or by providing acoustical shielding. If rooftop-mounted equipment is used, it shall be shielded from the adjacent residential land uses by rooftop screens or perimeter parapet walls, or fitted as necessary with noise control baffles, sound attenuators, or enclosures. An acoustical specialist shall review the mechanical equipment plans prior to construction to confirm that the design includes the controls necessary to meet City Code requirements at the residential property line.</p>	Less than Significant with Mitigation	Project Applicant, Contractor	Construction
Noise	<p><b>Mitigation Measure NOI-2:</b> The following best management practices are assumed to be included in the project:</p> <ul style="list-style-type: none"> <li>▪ Pursuant to the City Code, restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. Construction shall be prohibited on Sundays and holidays.</li> <li>▪ Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.</li> <li>▪ Unnecessary idling of internal combustion engines should be strictly prohibited.</li> <li>▪ Located stationary noise generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by 5 dBA.</li> <li>▪ Utilize “quiet” air compressors and other stationary noise sources where technology exists.</li> <li>▪ Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible.</li> <li>▪ Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.</li> <li>▪ The contractor shall prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities.</li> </ul>	Less than Significant with Mitigation	Project Applicant, Contractor	Construction

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Impact</i>	<i>Responsible Party</i>	<i>Timing</i>
	<ul style="list-style-type: none"> <li>▪ Designate a “disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.</li> </ul>			

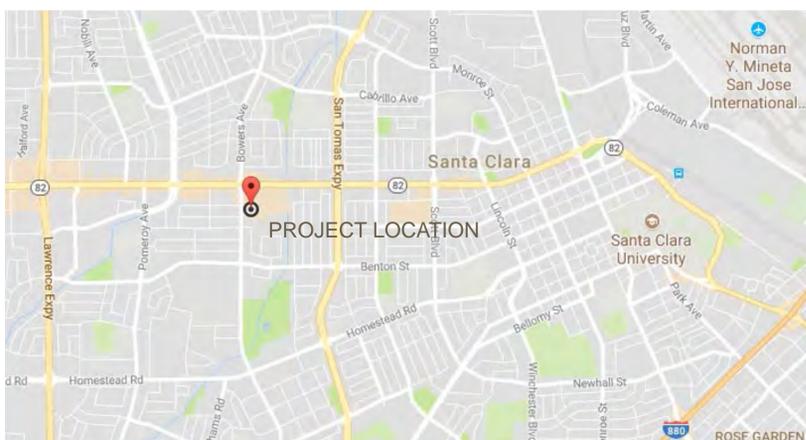
# MOONLITE LANES

SANTA CLARA, CALIFORNIA  
 BY PROMETHEUS REAL ESTATE GROUP, INC.  
 PLANNING DEPARTMENT SUBMITTAL 03  
 DECEMBER 7, 2017



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A.21	BUILDING TYPE 4 ELEVATIONS

**VICINITY MAP:**



**PROJECT DIRECTORY**

**OWNER/DEVELOPER:**  
 PROMETHEUS REAL ESTATE GROUP, INC.  
 1900 S. NORFOLK STREET, SUITE 150, SAN MATEO, CA 94403  
 (650)931-3499  
 CONTACT: MARILYN PONTE

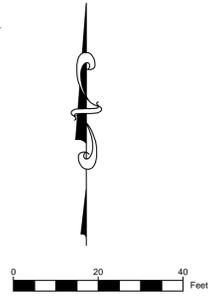
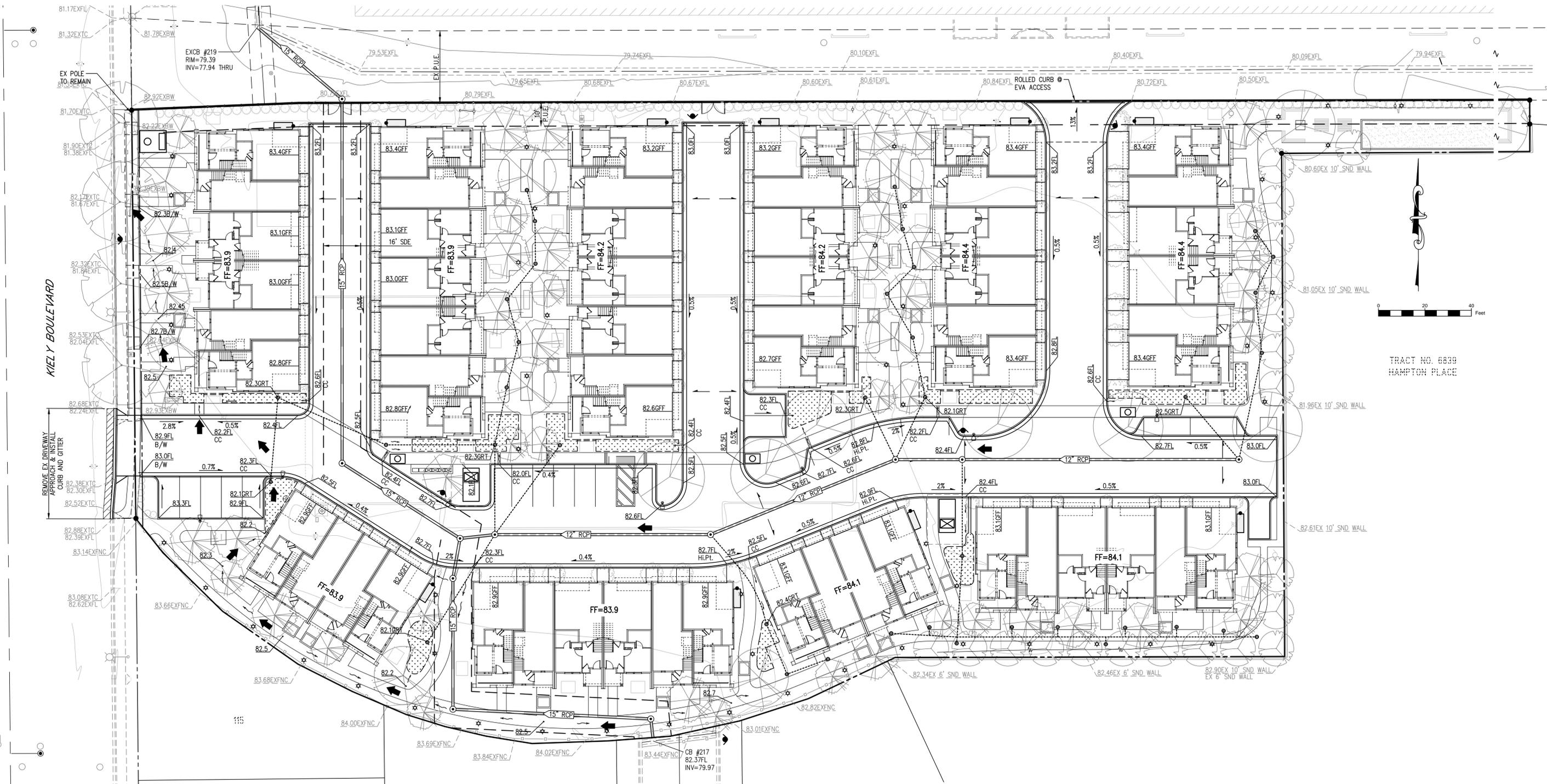
**ARCHITECT:**  
 DAHLIN  
 5865 OWENS DRIVE, PLEASANTON, CA 94588  
 (925)251-7200  
 CONTACT: EMILY BONATO  
 JOB NUMBER: 231-008

**CIVIL ENGINEER:**  
 CIVIL ENGINEERING ASSOCIATES  
 224 AIRPORT PARKWAY, SUITE 525, SAN JOSE, CA 95110  
 (408)453-1066  
 CONTACT: DENNIS GERBER

**LANDSCAPE ARCHITECT:**  
 JETT LANDSCAPE ARCHITECTURE + DESIGN  
 2 THEATRE SQUARE, SUITE 218, ORINDA, CA 94563  
 (925) 254-5422  
 CONTACT: BRUCE JETT







TRACT NO. 6839  
HAMPTON PLACE

**LEGEND**

TO BE CONSTRUCTED	EXISTING	DESCRIPTION	TO BE CONSTRUCTED	EXISTING	DESCRIPTION	TO BE CONSTRUCTED	EXISTING	DESCRIPTION
		BOUNDARY			PUBLIC STORM DRAIN PIPE & MANHOLE			FIRE HYDRANT
		PROPERTY LINE			PRIVATE STORM DRAIN PIPE & MANHOLE			POWER POLE
		CENTER LINE			BIOTREATMENT AREA			ELECTROLIER
		EDGE OF PAVEMENT						MISSION BELL ELECTROLIER
		CURB, GUTTER, SIDEWALK & DRIVEWAY						SIGN
		OVERHEAD LINE						ACCESS RAMP
		CURB INLET						DIRECTION OF FLOW & GRADIENT
		FIELD INLET						GRADE TO DRAIN
								OVERLAND RELEASE PATH

NOTES:  
1. IN CONJUNCTION WITH THE OFF-SITE IMPROVEMENTS, THE ENTIRE WIDTH OF KIELY BLVD ALONG THE PROJECT FRONTAGE SHALL REQUIRE CAPE SEALING WITH DIG OUTS.

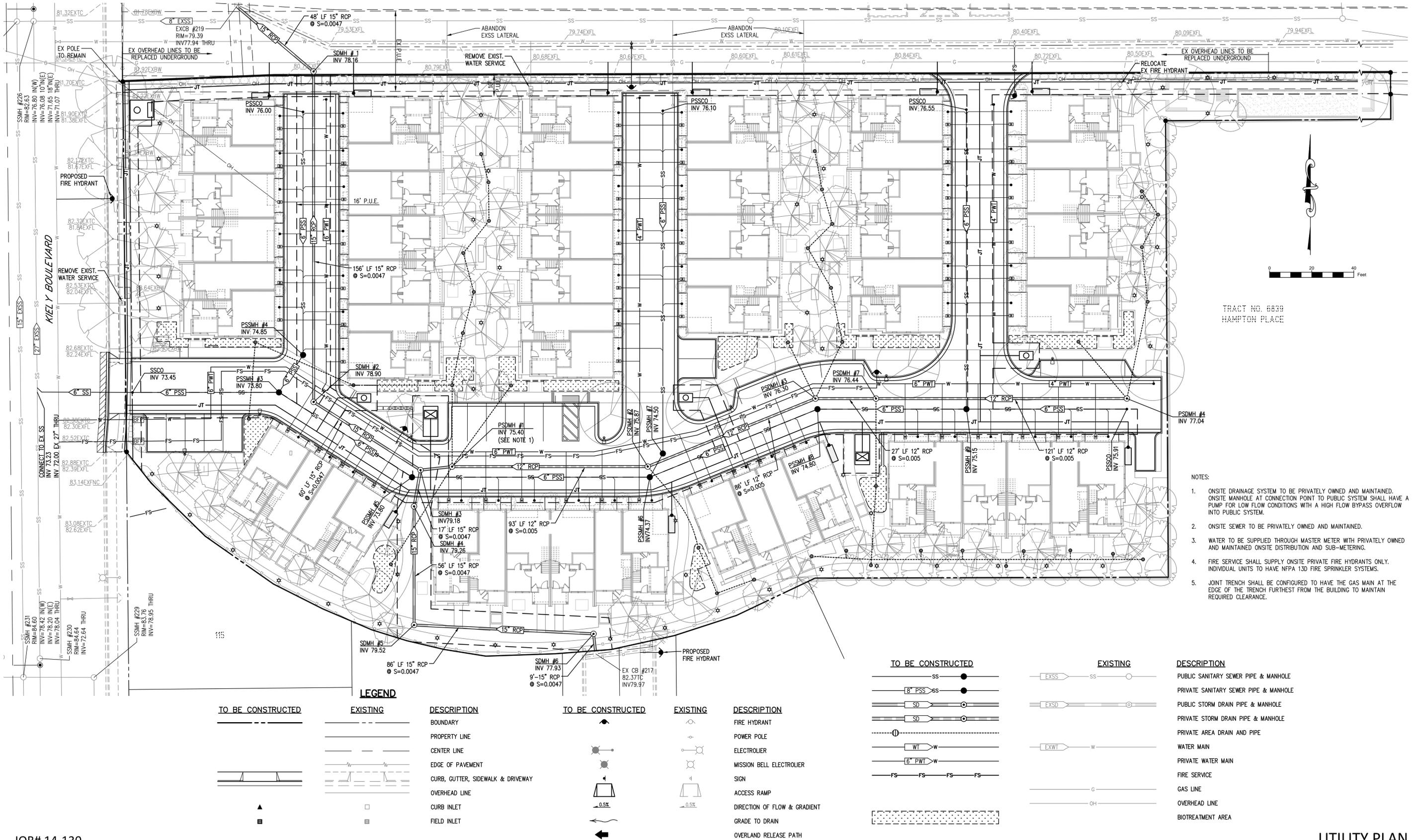
JOB# 14-130

**MOONLITE LANES**  
IN SANTA CLARA, CA  
BY PROMETHEUS REAL ESTATE GROUP, INC.



**C-2**  
DATE 12/7/2017

**GRADING AND DRAINAGE PLAN**



- NOTES:**
- ONSITE DRAINAGE SYSTEM TO BE PRIVATELY OWNED AND MAINTAINED. ONSITE MANHOLE AT CONNECTION POINT TO PUBLIC SYSTEM SHALL HAVE A PUMP FOR LOW FLOW CONDITIONS WITH A HIGH FLOW BYPASS OVERFLOW INTO PUBLIC SYSTEM.
  - ONSITE SEWER TO BE PRIVATELY OWNED AND MAINTAINED.
  - WATER TO BE SUPPLIED THROUGH MASTER METER WITH PRIVATELY OWNED AND MAINTAINED ONSITE DISTRIBUTION AND SUB-METERING.
  - FIRE SERVICE SHALL SUPPLY ONSITE PRIVATE FIRE HYDRANTS ONLY. INDIVIDUAL UNITS TO HAVE NFPA 13D FIRE SPRINKLER SYSTEMS.
  - JOINT TRENCH SHALL BE CONFIGURED TO HAVE THE GAS MAIN AT THE EDGE OF THE TRENCH FURTHEST FROM THE BUILDING TO MAINTAIN REQUIRED CLEARANCE.

JOB# 14-130

UTILITY PLAN

**MOONLITE LANES**  
 IN SANTA CLARA, CA  
 BY PROMETHEUS REAL ESTATE GROUP, INC.



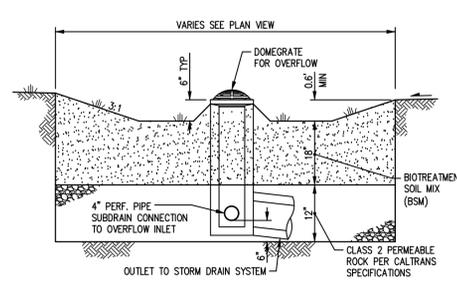
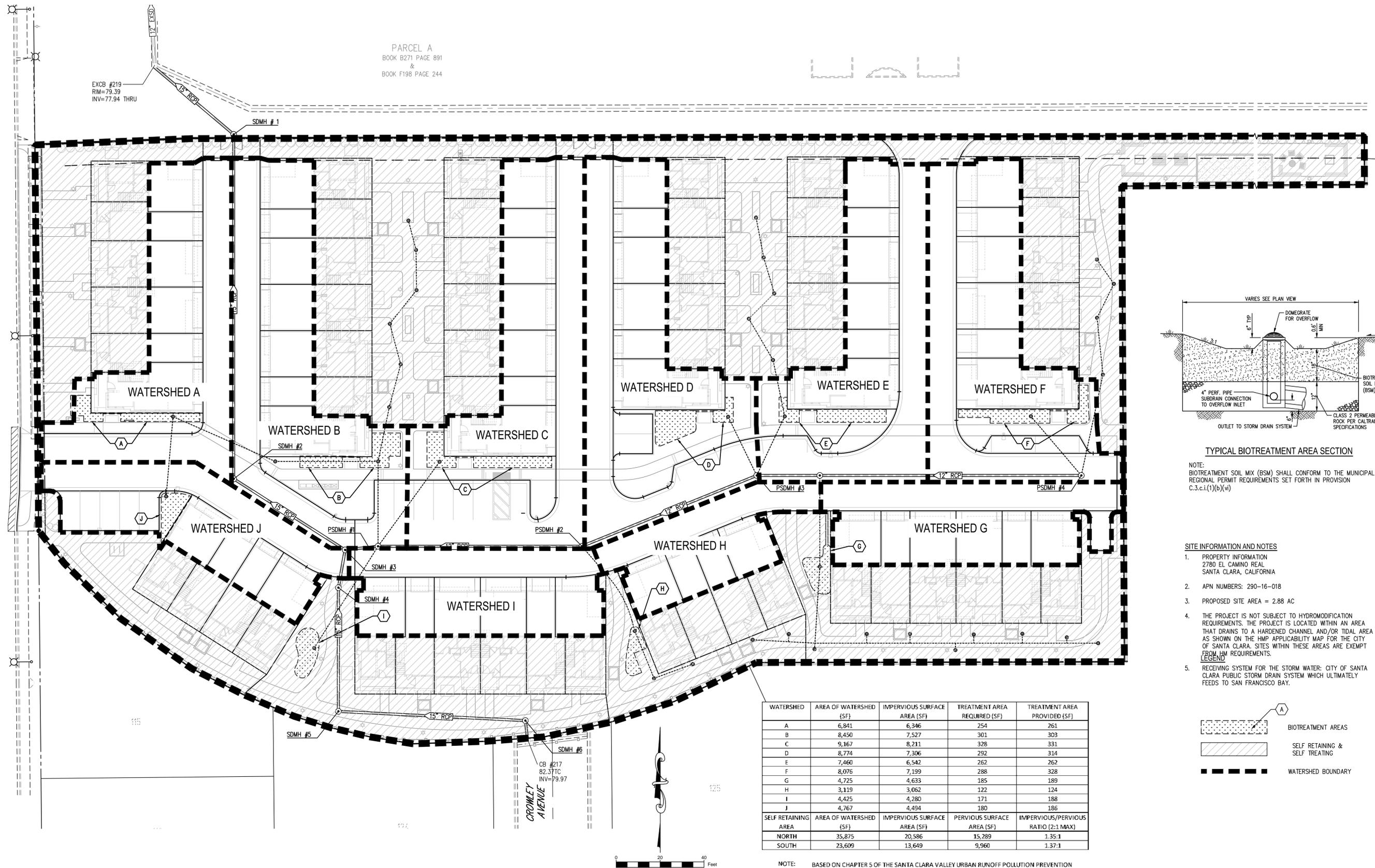
**C-3**  
 DATE 12/7/2017

PARCEL A  
BOOK B271 PAGE 891  
&  
BOOK F198 PAGE 244

EXCB #219  
RIM=79.39  
INV=77.94 THRU

KIELY BOULEVARD

CROWLEY AVENUE

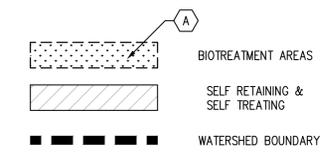


**TYPICAL BIOTREATMENT AREA SECTION**

NOTE:  
BIOTREATMENT SOIL MIX (BSM) SHALL CONFORM TO THE MUNICIPAL REGIONAL PERMIT REQUIREMENTS SET FORTH IN PROVISION C.3.c.i.(1)(b)(v)

- SITE INFORMATION AND NOTES**
- PROPERTY INFORMATION  
2780 EL CAMINO REAL  
SANTA CLARA, CALIFORNIA
  - APN NUMBERS: 290-16-018
  - PROPOSED SITE AREA = 2.88 AC
  - THE PROJECT IS NOT SUBJECT TO HYDROMODIFICATION REQUIREMENTS. THE PROJECT IS LOCATED WITHIN AN AREA THAT DRAINS TO A HARDENED CHANNEL AND/OR TIDAL AREA AS SHOWN ON THE HMP APPLICABILITY MAP FOR THE CITY OF SANTA CLARA. SITES WITHIN THESE AREAS ARE EXEMPT FROM HM REQUIREMENTS.
  - RECEIVING SYSTEM FOR THE STORM WATER: CITY OF SANTA CLARA PUBLIC STORM DRAIN SYSTEM WHICH ULTIMATELY FEEDS TO SAN FRANCISCO BAY.

WATERSHED	AREA OF WATERSHED (SF)	IMPERVIOUS SURFACE AREA (SF)	TREATMENT AREA REQUIRED (SF)	TREATMENT AREA PROVIDED (SF)
A	6,841	6,346	254	261
B	8,450	7,527	301	303
C	9,167	8,211	328	331
D	8,774	7,306	292	314
E	7,460	6,542	262	262
F	8,076	7,199	288	328
G	4,725	4,633	185	189
H	3,119	3,062	122	124
I	4,425	4,280	171	188
J	4,767	4,494	180	186
SELF RETAINING AREA	AREA OF WATERSHED (SF)	IMPERVIOUS SURFACE AREA (SF)	PERVIOUS SURFACE AREA (SF)	IMPERVIOUS/PERVIOUS RATIO (2:1 MAX)
NORTH	35,875	20,586	15,289	1.35:1
SOUTH	23,609	13,649	9,960	1.37:1



NOTE: BASED ON CHAPTER 5 OF THE SANTA CLARA VALLEY URBAN RUNOFF POLLUTION PREVENTION (SCVURPPP) PROGRAM C.3 STORMWATER HANDBOOK (2012 EDITION), THE SIMPLIFIED SIZING METHOD (4 PERCENT "RULE OF THUMB") FOR BIOTREATMENT SIZING HAS BEEN UTILIZED. THIS METHOD ENSURES SUFFICIENT LAND HAS BEEN ALLOCATED FOR STORMWATER TREATMENT.

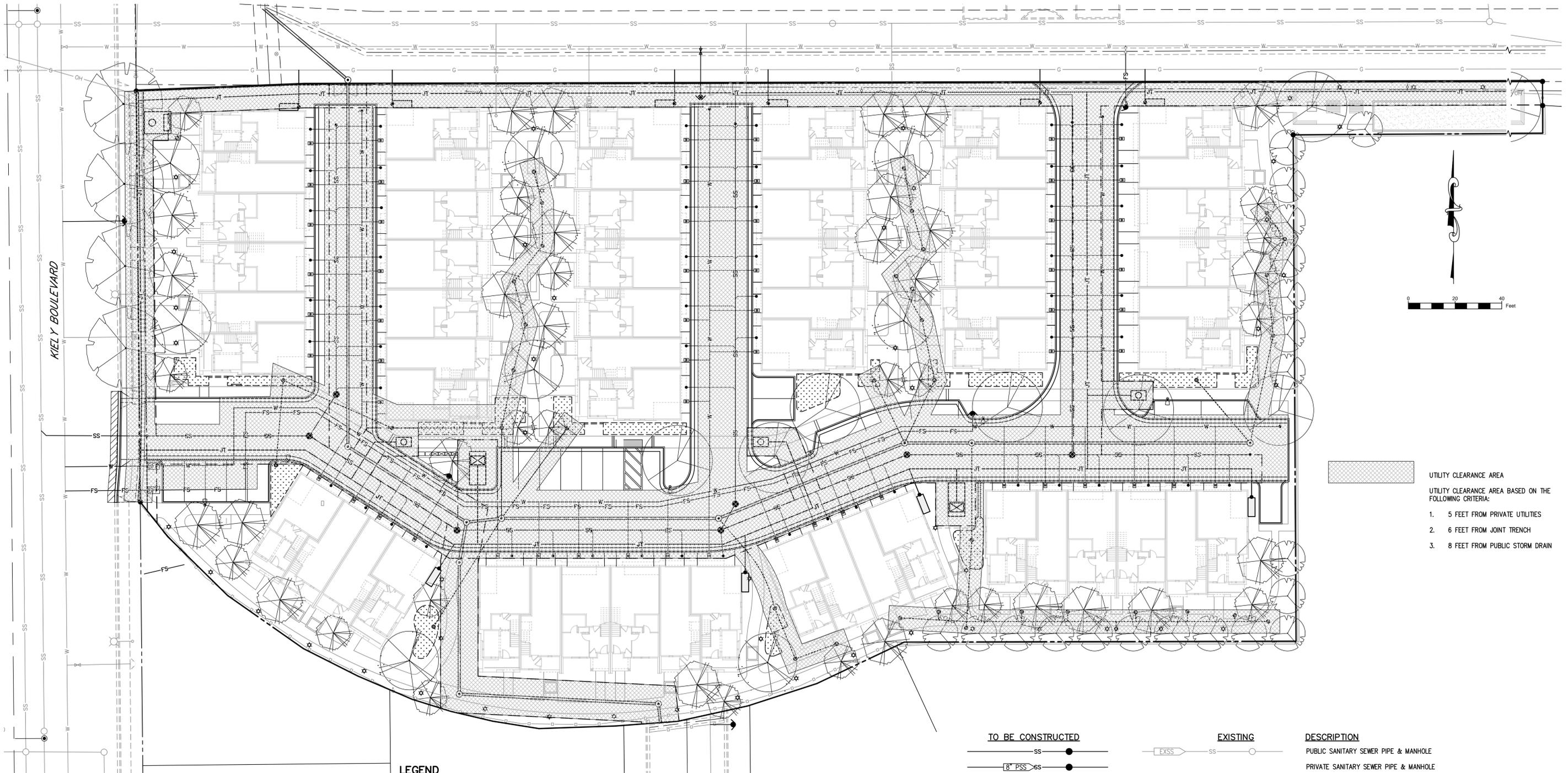
JOB# 14-130

**STORMWATER MANAGEMENT PLAN**

**MOONLITE LANES**  
IN SANTA CLARA, CA  
BY PROMETHEUS REAL ESTATE GROUP, INC.



**C-4**  
DATE 12/7/2017



UTILITY CLEARANCE AREA  
 UTILITY CLEARANCE AREA BASED ON THE FOLLOWING CRITERIA:  
 1. 5 FEET FROM PRIVATE UTILITIES  
 2. 6 FEET FROM JOINT TRENCH  
 3. 8 FEET FROM PUBLIC STORM DRAIN

LEGEND		TO BE CONSTRUCTED		EXISTING		DESCRIPTION	
	BOUNDARY		FIRE HYDRANT		SS		PUBLIC SANITARY SEWER PIPE & MANHOLE
	PROPERTY LINE		POWER POLE		8" PSS		PRIVATE SANITARY SEWER PIPE & MANHOLE
	CENTER LINE		ELECTROLIER		SD		PUBLIC STORM DRAIN PIPE & MANHOLE
	EDGE OF PAVEMENT		MISSION BELL ELECTROLIER		SD		PRIVATE STORM DRAIN PIPE & MANHOLE
	CURB, GUTTER, SIDEWALK & DRIVEWAY		SIGN		WT		PRIVATE AREA DRAIN AND PIPE
	OVERHEAD LINE		ACCESS RAMP		6" PWT		WATER MAIN
	CURB INLET		DIRECTION OF FLOW & GRADIENT		FS		PRIVATE WATER MAIN
	FIELD INLET		GRADE TO DRAIN		G		FIRE SERVICE
			OVERLAND RELEASE PATH		OH		GAS LINE
							OVERHEAD LINE
							BIOTREATMENT AREA

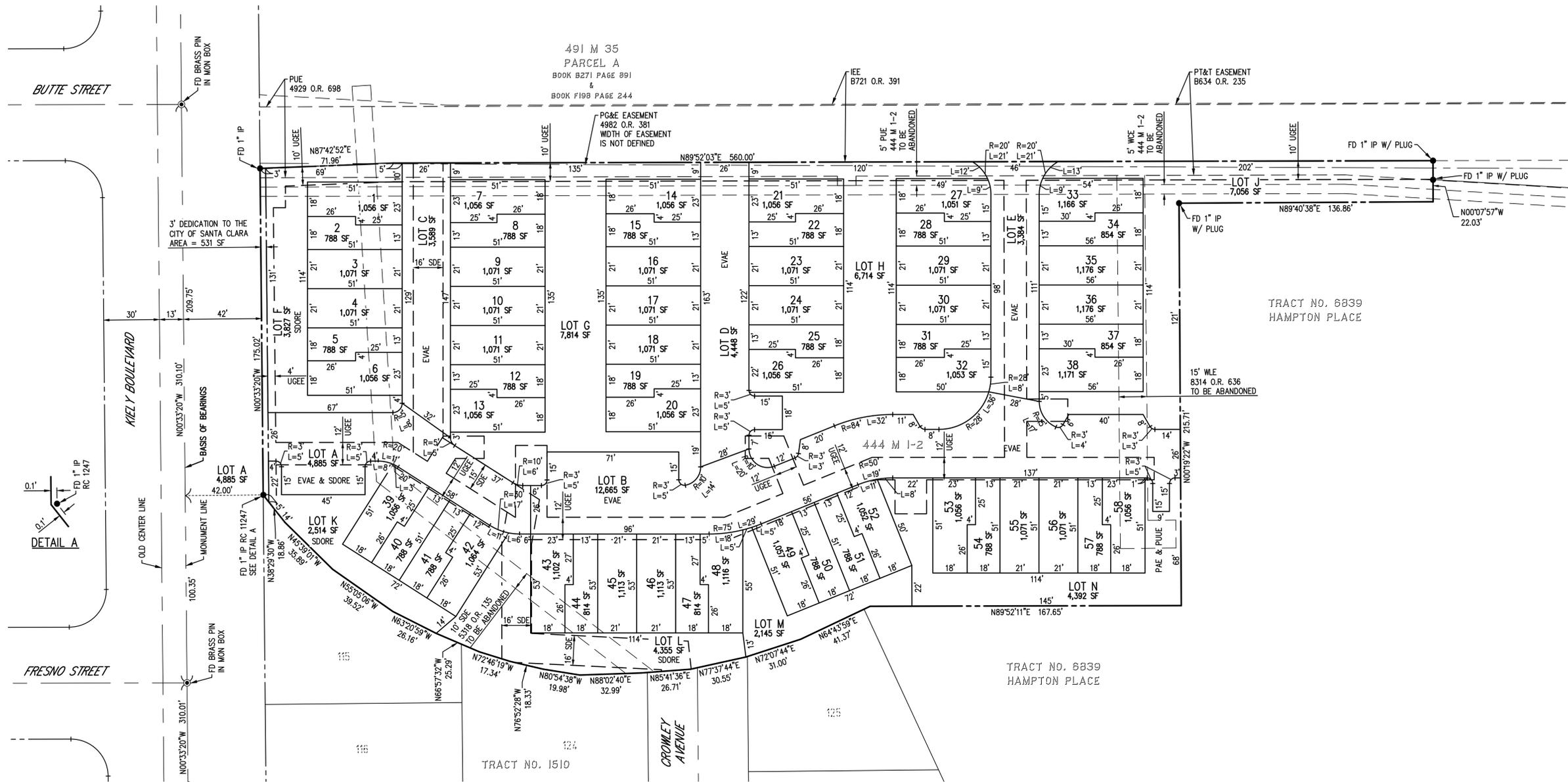
JOB# 14-130

UTILITY TREE CLEARANCE PLAN

**MOONLITE LANES**  
 IN SANTA CLARA, CA  
 BY PROMETHEUS REAL ESTATE GROUP, INC.



**C-5**  
 DATE 12/7/2017



**LEGEND**

---	BOUNDARY LINE
---	EXISTING RIGHT-OF-WAY
---	CENTER LINE
---	MONUMENT LINE
---	LOT LINE
---	EXISTING LOT LINE
---	EASEMENT LINE
---	EXISTING EASEMENT LINE

**ABBREVIATIONS**

EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
FD	FOUND
IEE	INGRESS & EGRESS EASEMENT
IP	IRON PIPE
MON	MONUMENT
O.R.	OFFICIAL RECORDS
PG&E	PACIFIC GAS & ELECTRIC COMPANY
PT&T	PACIFIC TELEPHONE & TELEGRAPH COMPANY
SDE	STORM DRAIN EASEMENT
SDORE	STORM DRAIN OVERLAND RELEASE EASMENT
UGEUE	UNDERGROUND ELECTRICAL EASEMENT
WLE	WATER LINE EASEMENT
WCE	WIRE CLEARANCE EASEMENT

**GENERAL NOTES**

**OWNER & SUBDIVIDER:** PROMETHEUS REAL ESTATE GROUP  
1900 S. NORFOLK ST. STE 150  
SAN MATEO, CA 94403

**ENGINEER:** CIVIL ENGINEERING ASSOCIATES, INC.  
2055 GATEWAY PLACE, SUITE 550  
SAN JOSE, CALIFORNIA 95110

- EXISTING ZONING: CC (COMMUNITY COMMERCIAL)
- EXISTING GP DESIGNATION: REGIONAL MIXED USE
- EXISTING USE: COMMERCIAL/VACANT
- PROPOSED ZONING: PD (PLANNED DEVELOPMENT)
- PROPOSED USE: RESIDENTIAL TOWNHOMES
- PROPOSED IMPROVEMENTS: DEMOLISH EXISTING BUILDINGS AND PARKING LOTS TO CONSTRUCT TOWNHOME BUILDINGS. CONSTRUCT PRIVATE STREET INFRASTRUCTURE AND PROVIDE UTILITY SERVICES INCLUDING STORM, SANITARY SEWER, WATER AND JOINT TRENCH.
- VESTING TENTATIVE MAP: THIS VESTING TENTATIVE MAP IS BEING FILED IN ACCORDANCE WITH CHAPTER 3, ARTICLE 2, SECTION 66452 OF THE SUBDIVISION MAP ACT
- BOUNDARY: BOUNDARY INFORMATION IS BASED ON RECORD AND FIELD DATA, "ALTA/ACSM LAND TITLE SURVEY - MOONLITE LANES, 2780 EL CAMINO REAL"

- EASEMENTS: EMERGENCY VEHICLE ACCESS EASEMENT, STORM DRAIN EASEMENT, STORM DRAIN OVERLAND RELEASE EASEMENT AND UNDERGROUND ELECTRICAL EASEMENT WILL BE PROVIDED.
- BOUNDARIES AND EASEMENTS DEPICTED HEREON HAVE BEEN TRANSCRIBED FROM THE DOCUMENTS REFERENCED BELOW. PORTIONS OF THESE MAY HAVE BEEN REORIENTED TO FIT TOGETHER. THIS MAY NOT BE COMPLETE OR ACCURATE. SEE COMMENTARY BELOW.
- TITLE REPORTS BY FIRST AMERICAN TITLE INSURANCE COMPANY:  
NCS-698715-CC DATED OCTOBER 23, 2014  
APN 290-16-018
- BASIS OF BEARINGS: THE BEARING OF NORTH 0°33'20" WEST ALONG THE MONUMENT LINE OF KIELY BOULEVARD AS SHOWN ON THAT CERTAIN PARCEL MAP RECORDED IN BOOK 444 OF MAPS AT PAGE 2 SANTA CLARA COUNTY RECORDS WAS USED AS THE BASIS OF BEARINGS SHOWN ON THIS MAP.
- BENCHMARK: CITY OF SANTA CLARA NUMBER E-10 & SANTA CLARA VALLEY WATER DISTRICT NUMBER BM-859 AT EL CAMINO REAL & BOWERS AVENUE, NORTHEAST CORNER, SANTA CLARA VALLEY WATER DISTRICT BRASS DISK IN SIDEWALK 2' BACK OF CURB, 12' EAST OF RETURN ON EL CAMINO REAL. ELEVATION = 81.45
- FEMA: THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBERS 0608500634, DATED MAY 18, 2009, AS BEING PARTIALLY LOCATED IN FLOOD ZONE "X" (SHEDD);
- AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS OF LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.
- ASSESSOR'S PARCEL NO.: 290-16-018

- STORM SEWER TO BE SERVICED BY CITY OF SANTA CLARA
- WATER TO BE PROVIDED BY CITY OF SANTA CLARA
- SANITARY SEWER TO BE PROVIDED BY CITY OF SANTA CLARA
- FIRE PROTECTION IS TO BE PROVIDED BY CITY OF SANTA CLARA
- GAS IS TO BE PROVIDED BY PG&E
- ELECTRIC IS TO BE PROVIDED BY SILICON VALLEY POWER
- TELEPHONE IS TO BE PROVIDED BY AT&T
- CABLE TV IS TO BE PROVIDED BY COMCAST
- EXISTING LOTS: 1
- PROPOSED LOTS: 71 (58 RESIDENTIAL LOTS & 13 COMMON AREA LOTS)
- TOTAL AREA: 2.88± ACRES
- MULTIPLE FINAL MAPS MAY BE FILED PRIOR TO THE EXPIRATION OF THE TENTATIVE MAP.
- DEMOLITION PERMITS MAY BE ISSUED PRIOR TO ISSUANCE OF FINAL BUILDING PERMITS AND RECORDANCE OF THE FINAL MAP.
- ALL DIMENSIONS DEPICTED HEREON ARE APPROXIMATE AND ARE SUBJECT TO REVISION AT FINAL MAP(S) STAGE.

- ANY EXISTING SANITARY SEWER LATERALS PROPOSED TO BE REUSED MUST BE TELEVISED BY CITY OF SANTA CLARA AND APPROVED BY THE CITY BEFORE REUSE. A SANITARY LATERAL CLEAN-OUT SHALL BE INSTALLED AT THE PROPERTY LINE, IF ONE DOES NOT ALREADY EXIST WITHIN TWO (2) FEET OF THE PROPERTY LINE. ANY TRENCHING WITHIN THE DRIPLINE OF ALL TREES SHALL BE HAND DUG AND SO NOTED ON THE PLANS. ALL UTILITIES SERVING THE SITE SHALL BE UNDERGROUND.
- ALL EXISTING BUILDINGS ARE TO BE REMOVED.
- ALL EXISTING EASEMENTS ARE TO BE VACATED UNLESS NOTED OTHERWISE.

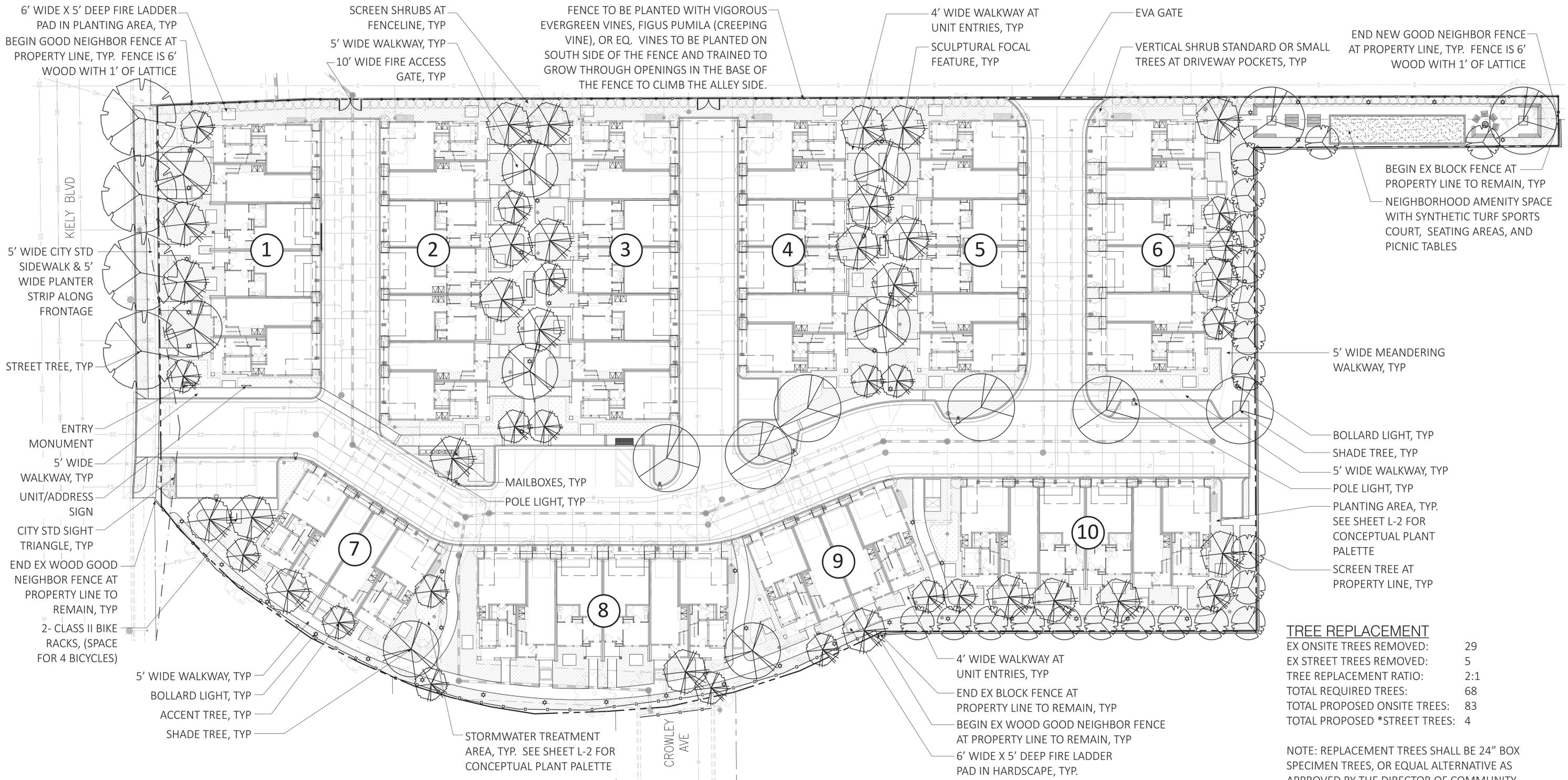
JOB# 14-130

VESTING TENTATIVE MAP

**MOONLITE LANES**  
IN SANTA CLARA, CA  
BY PROMETHEUS REAL ESTATE GROUP, INC.



**TM-1**  
DATE 12/7/2017



**TREE REPLACEMENT**

EX ONSITE TREES REMOVED:	29
EX STREET TREES REMOVED:	5
TREE REPLACEMENT RATIO:	2:1
TOTAL REQUIRED TREES:	68
TOTAL PROPOSED ONSITE TREES:	83
TOTAL PROPOSED *STREET TREES:	4

NOTE: REPLACEMENT TREES SHALL BE 24" BOX SPECIMEN TREES, OR EQUAL ALTERNATIVE AS APPROVED BY THE DIRECTOR OF COMMUNITY DEVELOPMENT.

\*STREET TREES: ULMUS PARVIFOLIA, CHINESE ELM. 'DYNASTY' OR 'ALLEE' SPECIES TO BE CONFIRMED WITH CITY ARBORIST.

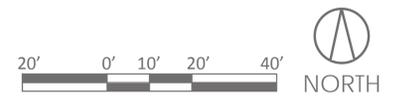
**FIRE LADDER PAD NOTE**  
FIRE LADDER PADS SHALL BE 6' WIDE X 5' DEEP. LADDER PADS LOCATED IN HARDSCAPE SHALL BE CONSTRUCTED OF CONCRETE PAVEMENT TO MATCH ADJACENT PATHWAY. LADDER PADS LOCATED IN PLANTING AREAS SHALL RECEIVE A 3" LAYER OF BARK MULCH AND BE KEPT CLEAR OF PLANT MATERIAL.

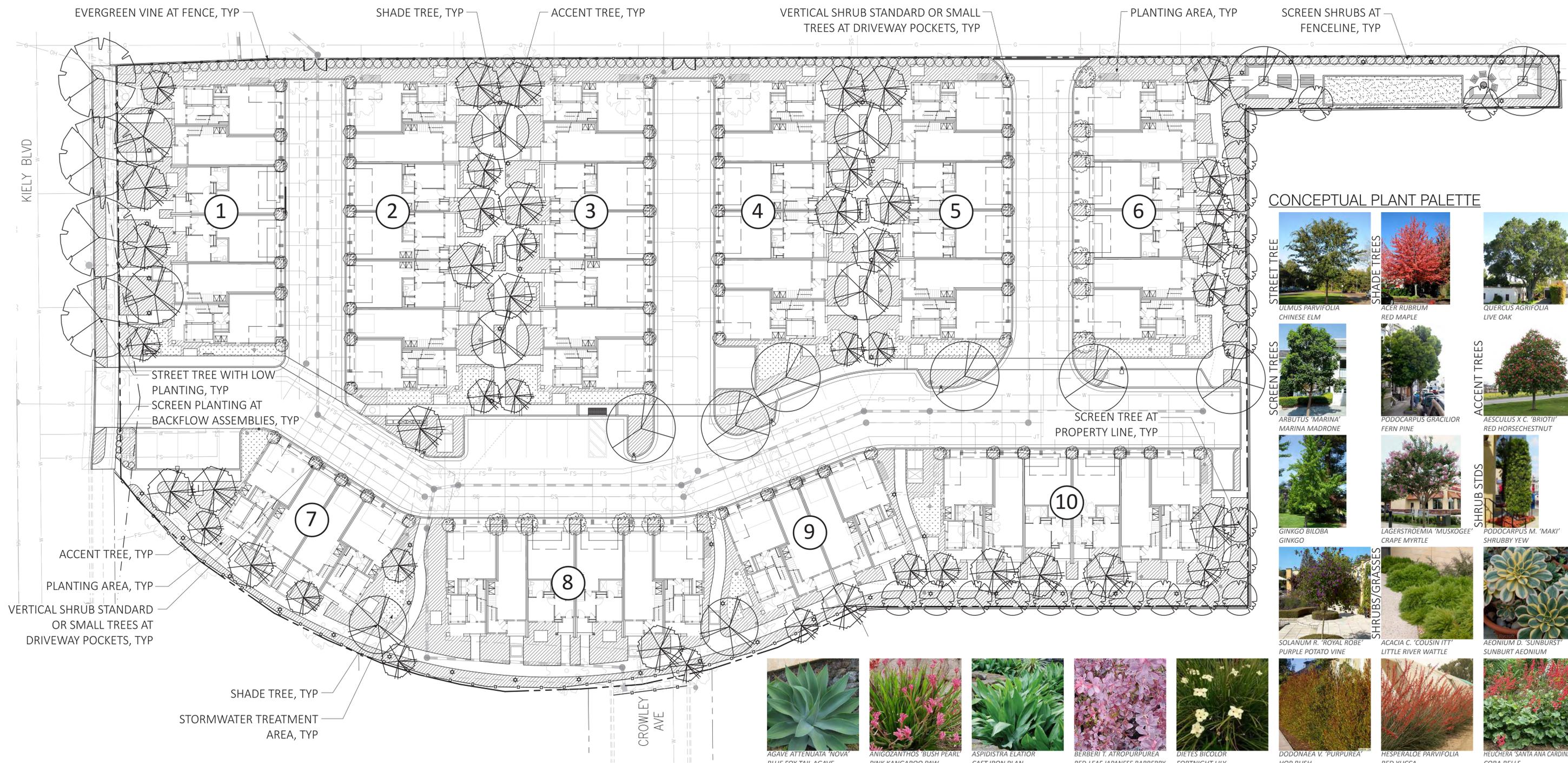
# CONCEPTUAL LANDSCAPE PLAN

**MOONLITE LANES**  
IN SANTA CLARA, CA  
BY PROMETHEUS REAL ESTATE GROUP, INC.

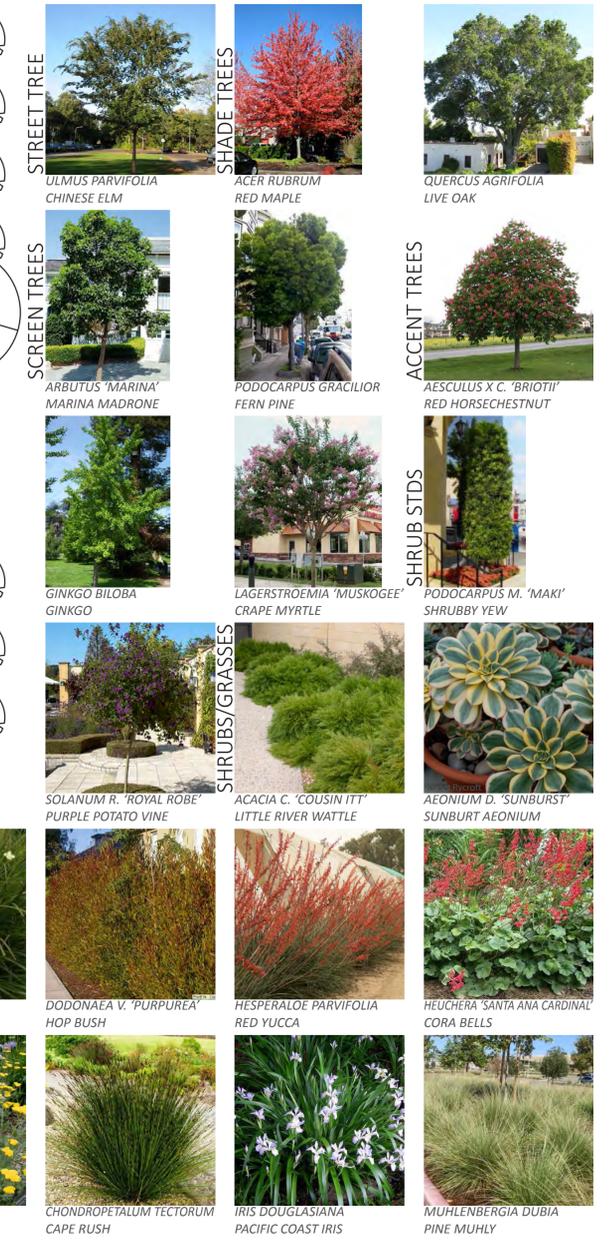


**L-1**  
DATE 12-07-2017



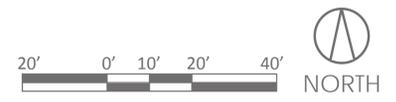


CONCEPTUAL PLANT PALETTE



- NOTES:
1. WEATHER BASED HIGH EFFICIENCY AUTOMATIC IRRIGATION SYSTEM WILL BE INSTALLED IN ACCORDANCE WITH CITY OF SANTA CLARA AND STATE WATER USE REQUIREMENTS.
  2. 80% OF PLANT MATERIAL TO BE NATIVE OR LOW WATER USE AND FOLLOW MWEO GUIDELINES.
  3. ALL TREES BETWEEN 5' & 10' FROM UTILITIES TO USE CITY APPROVED TREE ROOT BARRIER (TRB).

CONCEPTUAL PLANTING PLAN



**MOONLITE LANES**  
IN SANTA CLARA, CA  
BY PROMETHEUS REAL ESTATE GROUP, INC.





NEIGHBORHOOD AMENITY SPACE WITH SYNTHETIC TURF SPORTS COURT, SEATING AREAS, AND PICNIC TABLES



ENTRY MONUMENT



SCULPTURAL FOCAL FEATURE IN PEDESTRIAN PASEO



CLASS II BIKE RACKS



VERTICAL SHRUB STANDARD OR SMALL TREES AT DRIVEWAY POCKETS



GOOD NEIGHBOR FENCE (6' WOOD WITH 1' OF LATTICE)



EVERGREEN VINE ON FENCE



MAILBOXES



SITE LIGHTING: BOLLARDS



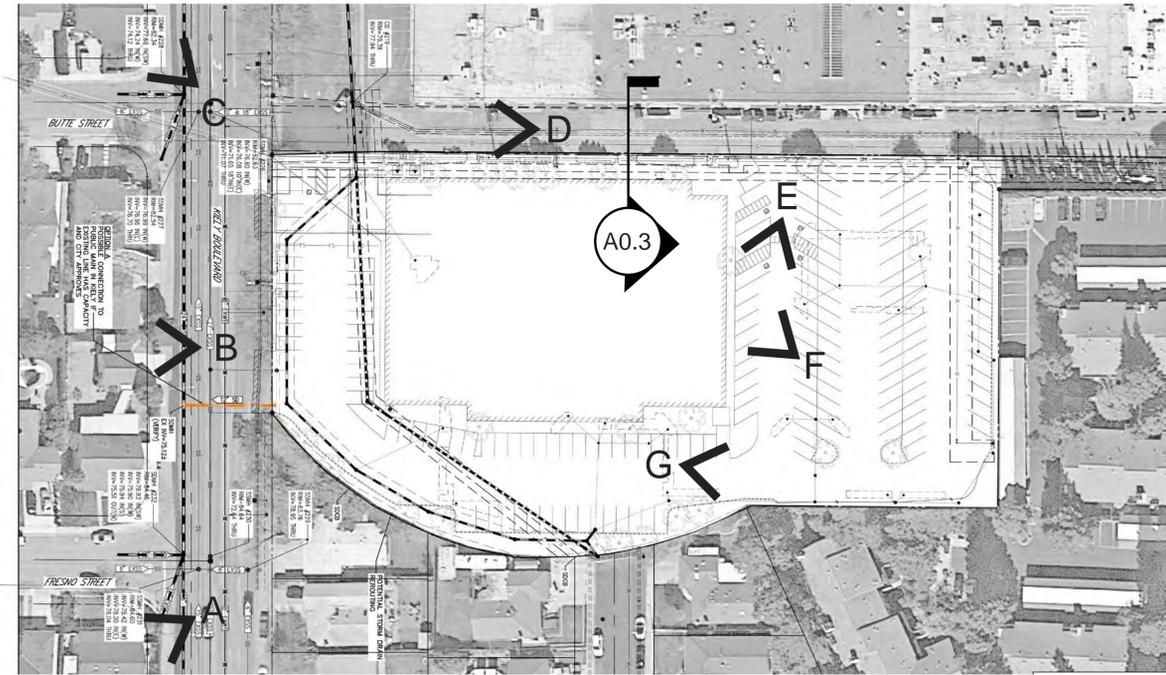
SITE LIGHTING: POLE LIGHT

## CONCEPTUAL REFERENCE IMAGES

**MOONLITE LANES**  
IN SANTA CLARA, CA  
BY PROMETHEUS REAL ESTATE GROUP, INC.







**SITE PHOTO KEY**  
NOT TO SCALE



D - ALLEY VIEW 1



A - STREET VIEW 1



E - ALLEY VIEW 2



B - STREET VIEW 2



G - DRIVEWAY VIEW 2



F - DRIVEWAY VIEW 1



C - STREET VIEW 3

SITE PHOTOS

**MOONLITE LANES**  
IN SANTA CLARA, CA  
BY PROMETHEUS REAL ESTATE GROUP, INC.



**A.02**  
DATE 12-07-2017

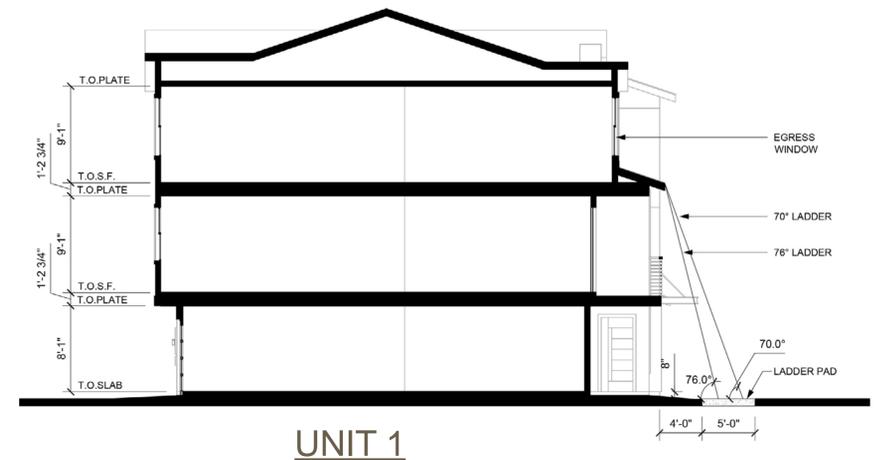


**LADDER PAD LOCATIONS**

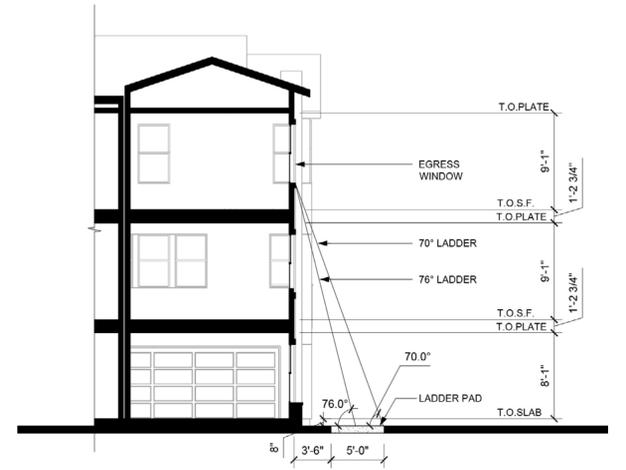
NOT TO SCALE



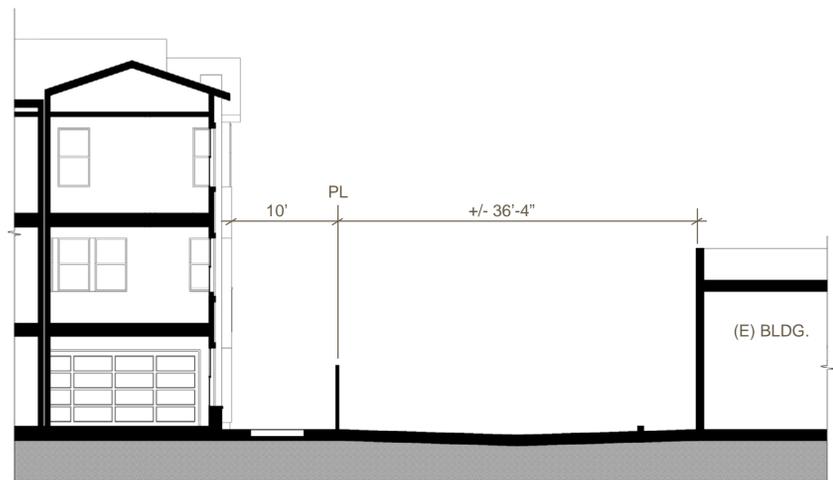
\* FOR FIRE TRUCK ACCESS INFORMATION, SEE CIVIL DRAWINGS.  
 \* FOR LADDER PAD INTERFACE, SEE LANDSCAPE DRAWINGS.



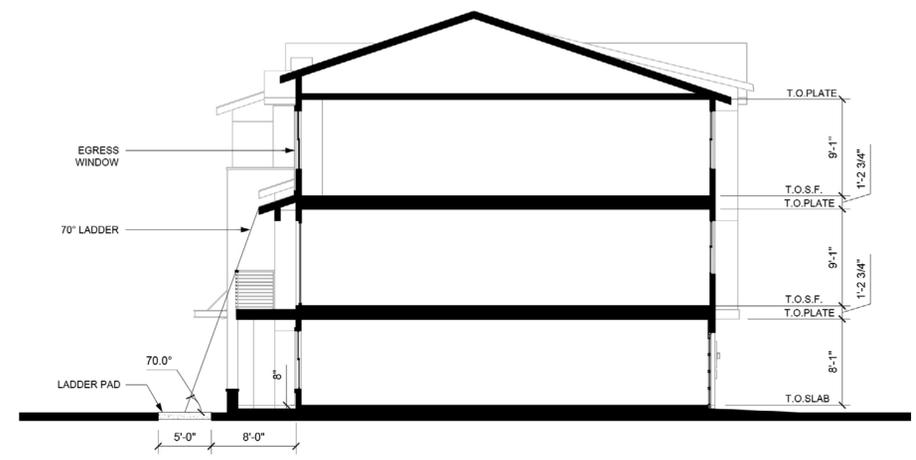
**UNIT 1**



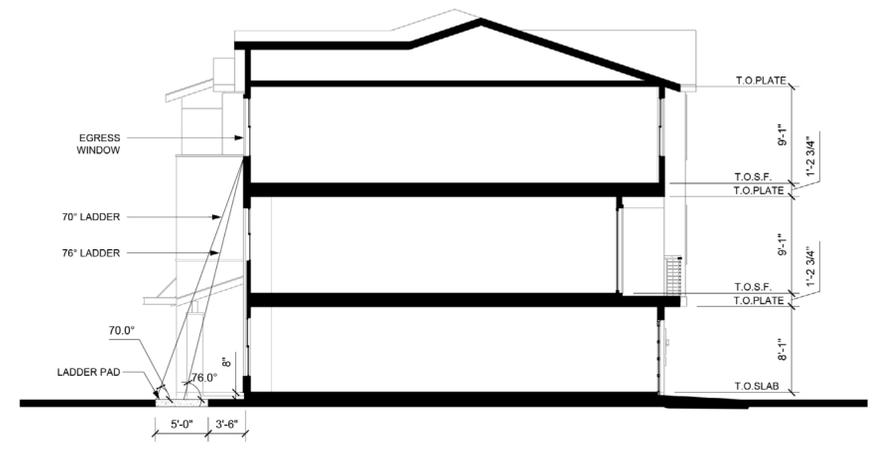
**UNIT 2**



**NORTH ALLEY SECTION**  
NOT TO SCALE



**UNIT 4**



**UNIT 3**

**LADDER PAD DIAGRAM**



ENTRY  
PERSPECTIVE 1

**MOONLITE LANES**  
 IN SANTA CLARA, CA  
 BY PROMETHEUS REAL ESTATE GROUP, INC.



**A.04**  
 DATE 12-07-2017

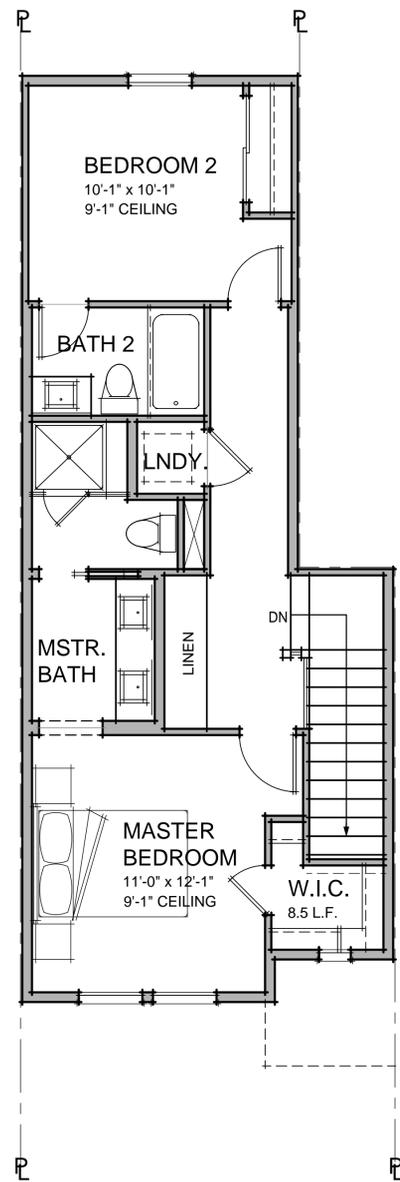


PASEO  
PERSPECTIVE 2

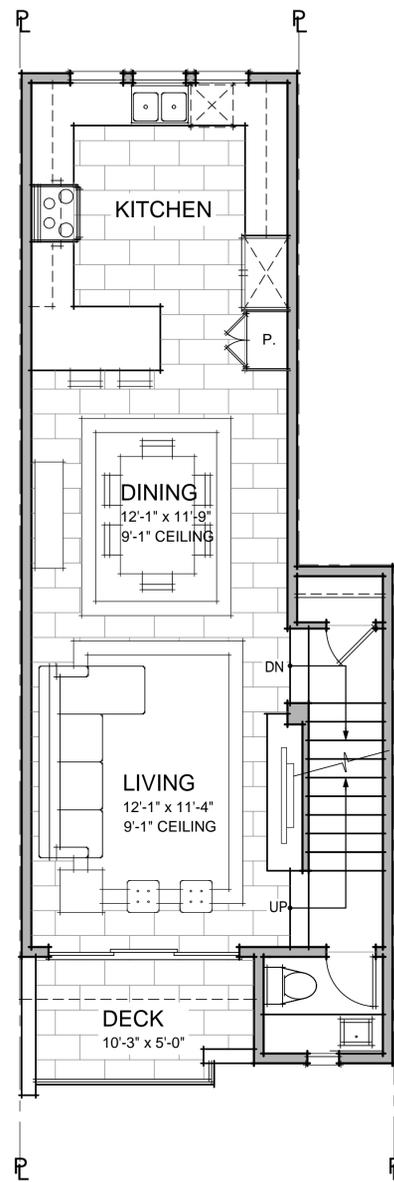
**MOONLITE LANES**  
IN SANTA CLARA, CA  
BY PROMETHEUS REAL ESTATE GROUP, INC.



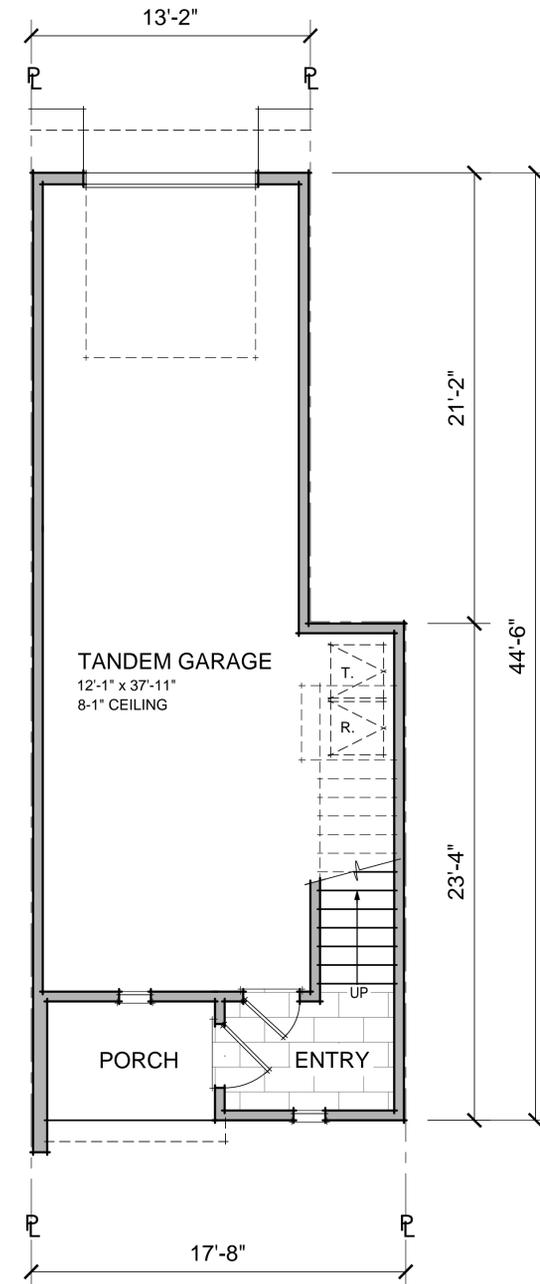
**A.05**  
DATE 12-07-2017



THIRD FLOOR PLAN



SECOND FLOOR PLAN

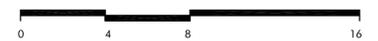


FIRST FLOOR PLAN

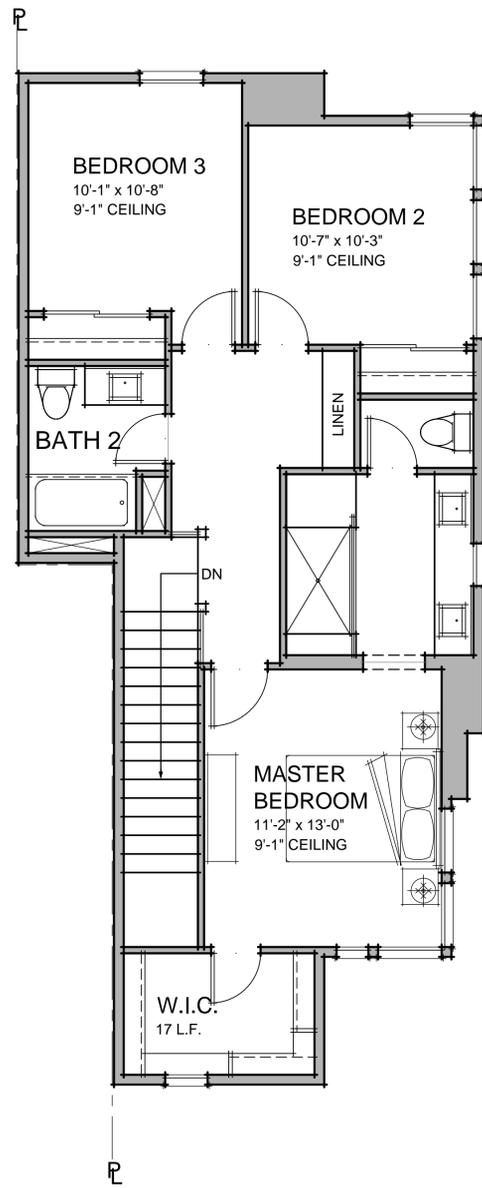
UNIT ONE

2 BEDROOMS / 2.5 BATHS

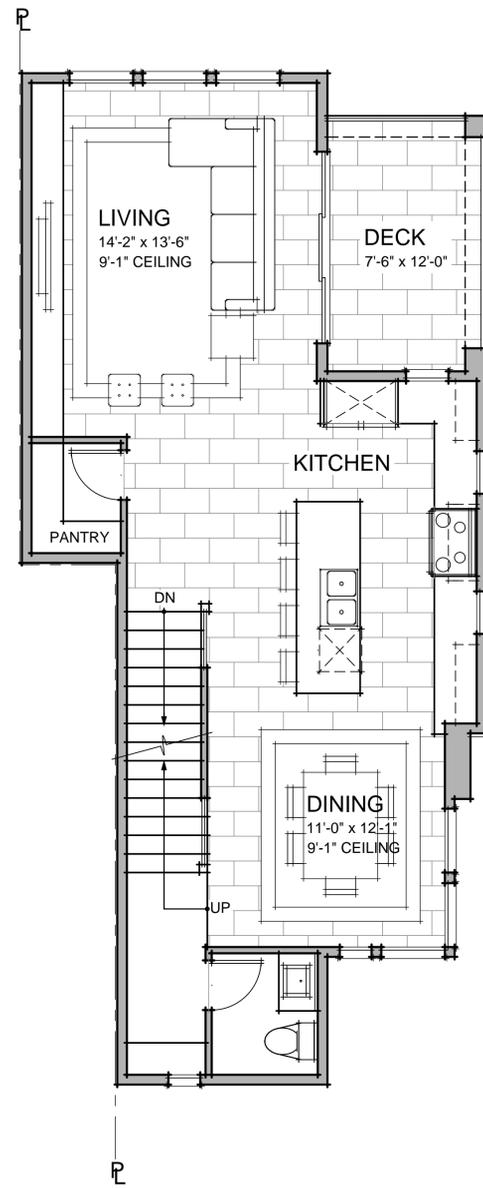
FIRST FLOOR:	54 SQ. FT.
SECOND FLOOR:	654 SQ. FT.
THIRD FLOOR:	589 SQ. FT.
TOTAL:	1297 SQ. FT.
GARAGE:	582 SQ. FT.



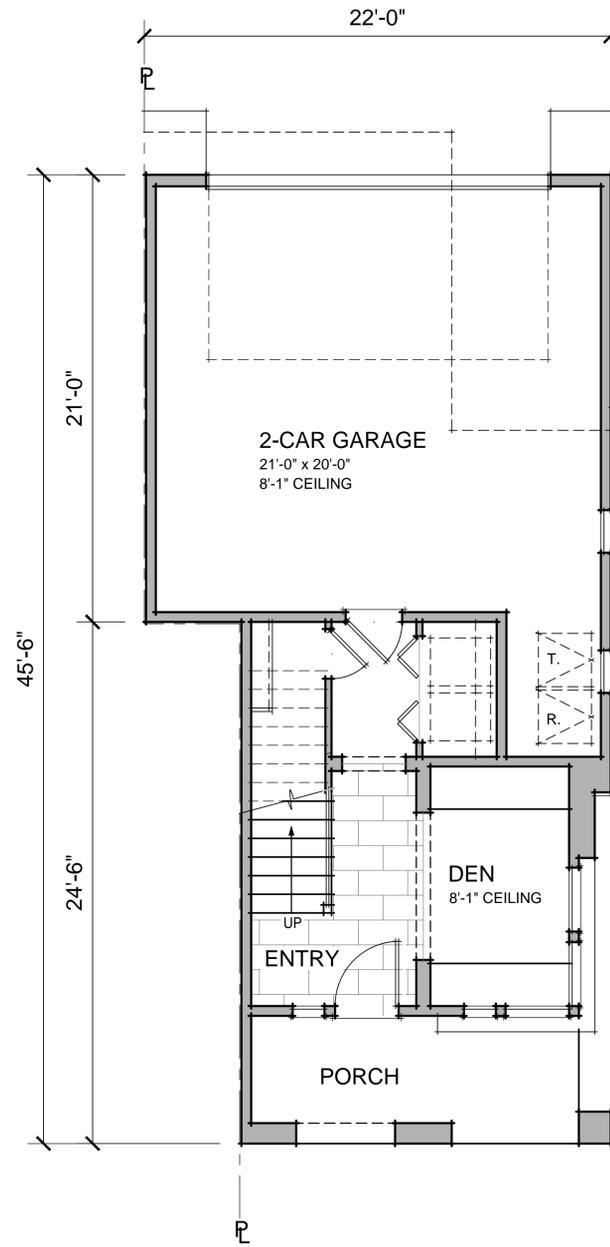
UNIT 1  
FLOOR PLANS



THIRD FLOOR PLAN



SECOND FLOOR PLAN



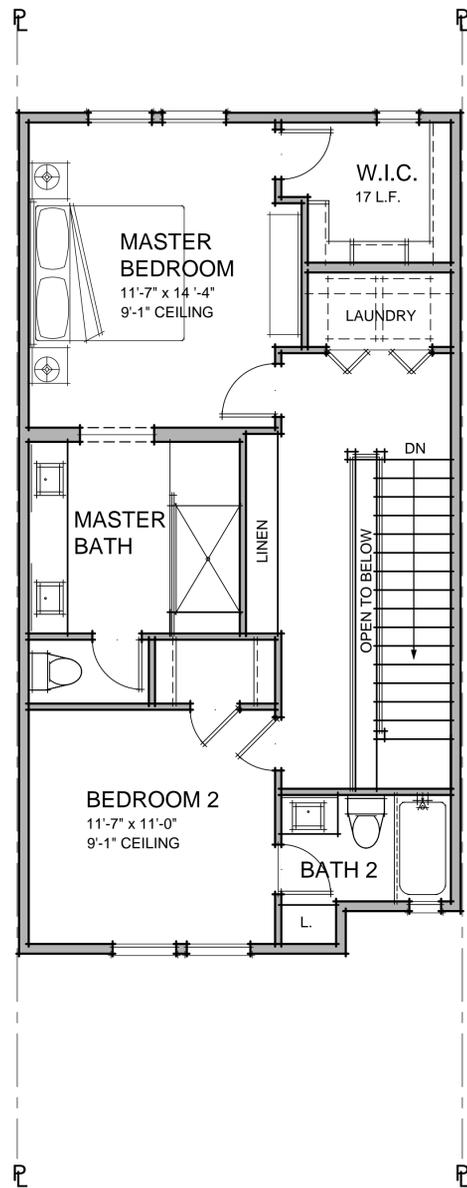
FIRST FLOOR PLAN

**UNIT TWO**

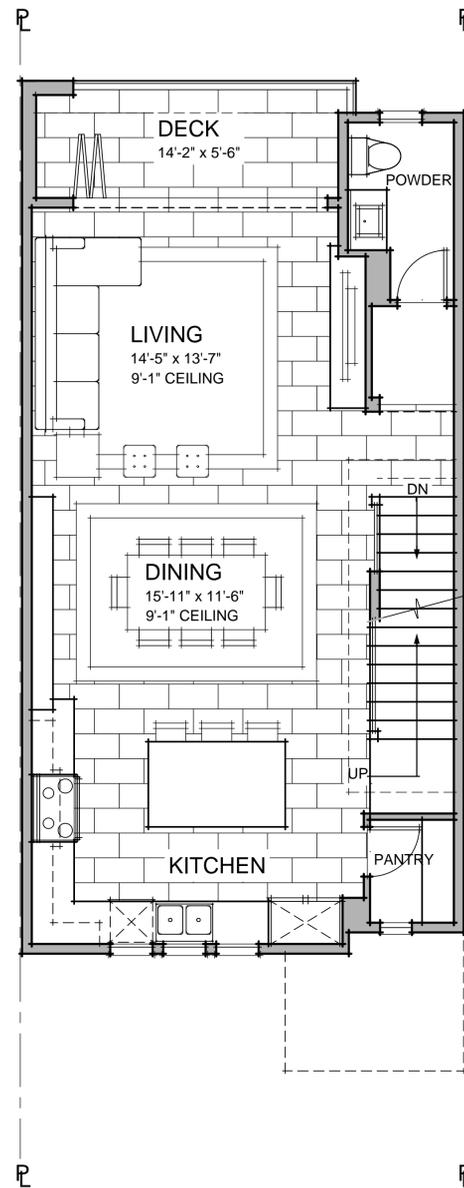
3 BEDROOMS / 2.5 BATHS + DEN

FIRST FLOOR:	283 SQ. FT.
SECOND FLOOR:	765 SQ. FT.
THIRD FLOOR:	768 SQ. FT.
<b>TOTAL:</b>	<b>1816 SQ. FT.</b>
<b>GARAGE:</b>	<b>486 SQ. FT.</b>

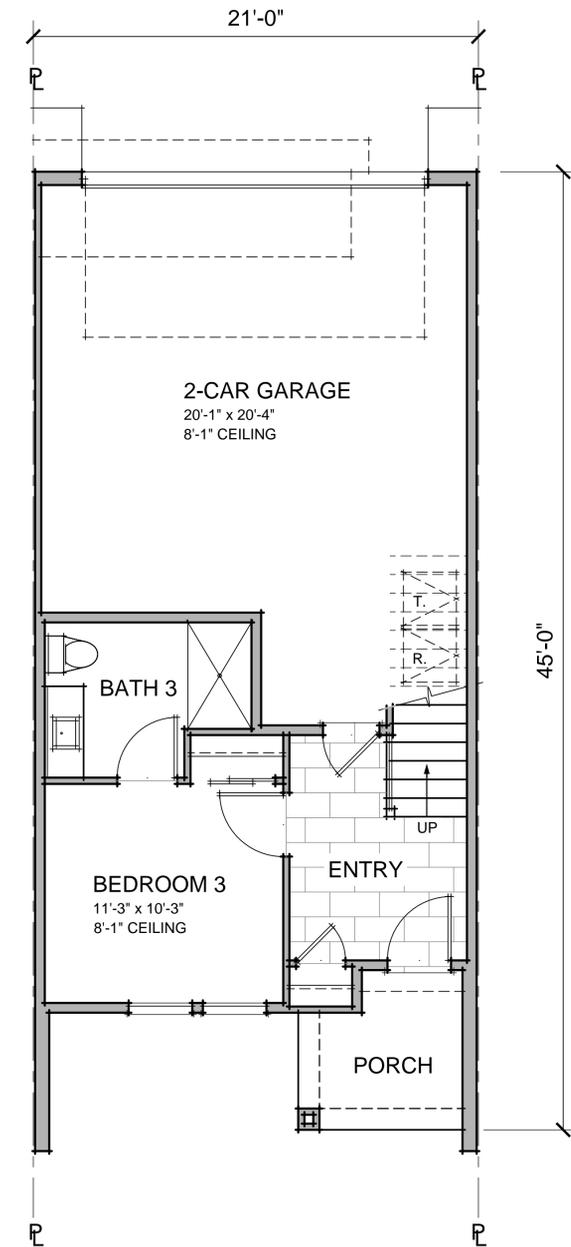




THIRD FLOOR PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN

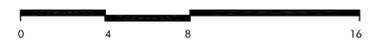
UNIT THREE (ACCESSIBLE FLR.)

3 BEDROOMS / 3.5 BATHS

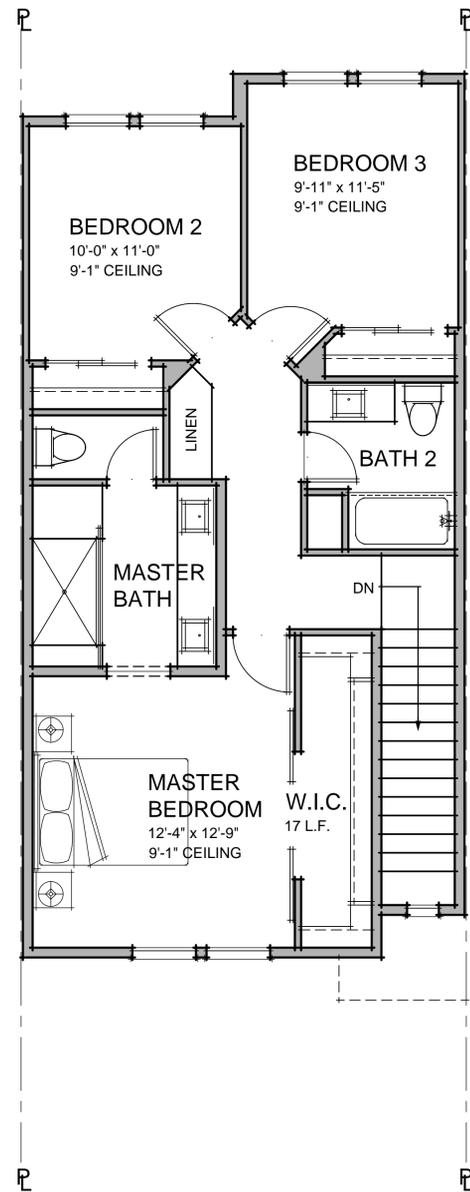
FIRST FLOOR: 327 SQ. FT.  
 SECOND FLOOR: 758 SQ. FT.  
 THIRD FLOOR: 736 SQ. FT.

TOTAL: 1821 SQ. FT.

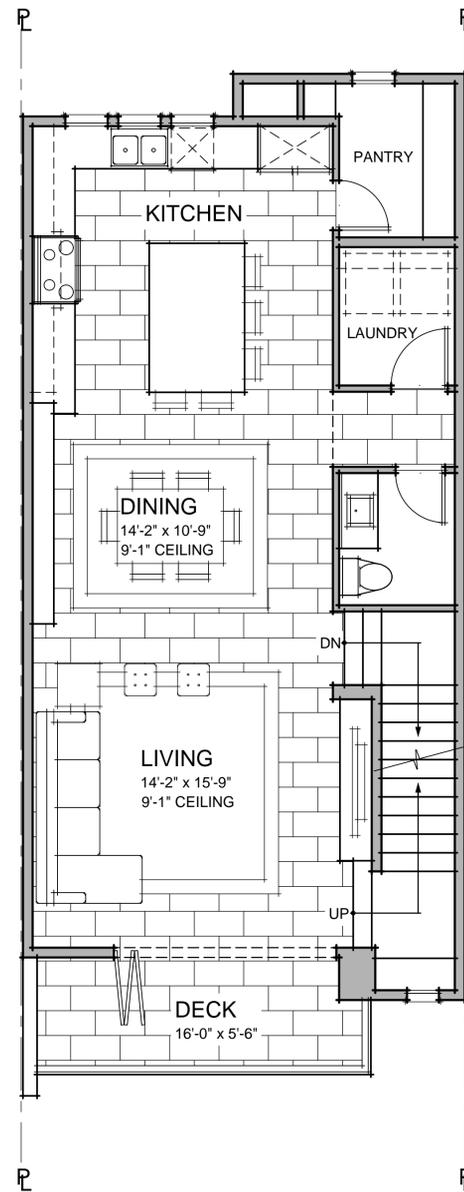
GARAGE: 485 SQ. FT.



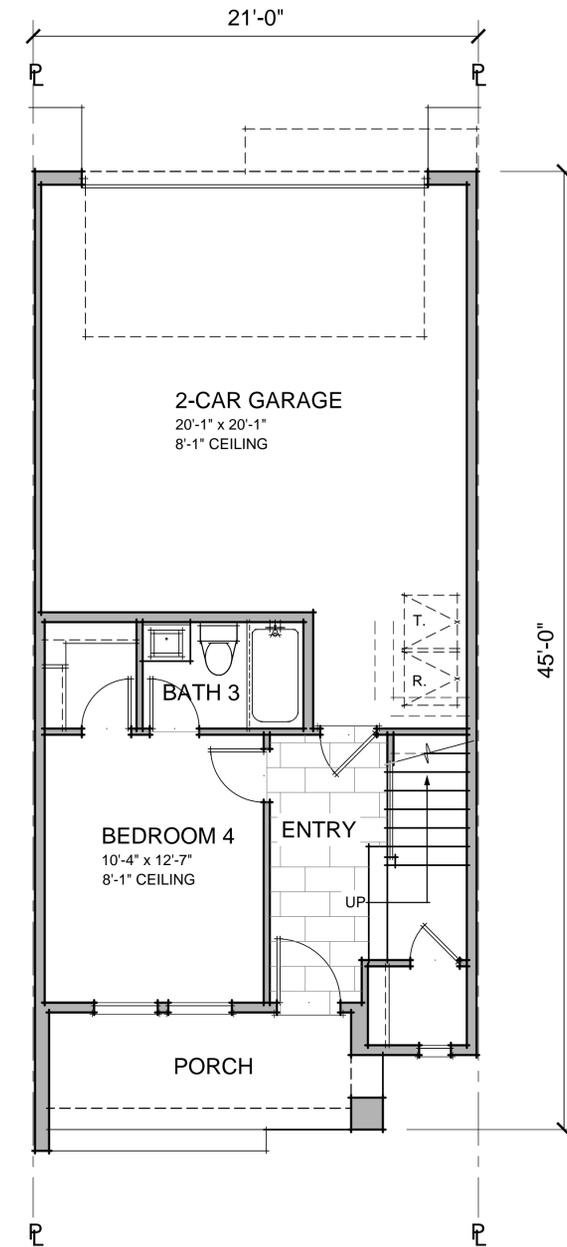
UNIT 3  
 FLOOR PLANS



THIRD FLOOR PLAN



SECOND FLOOR PLAN

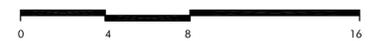


FIRST FLOOR PLAN

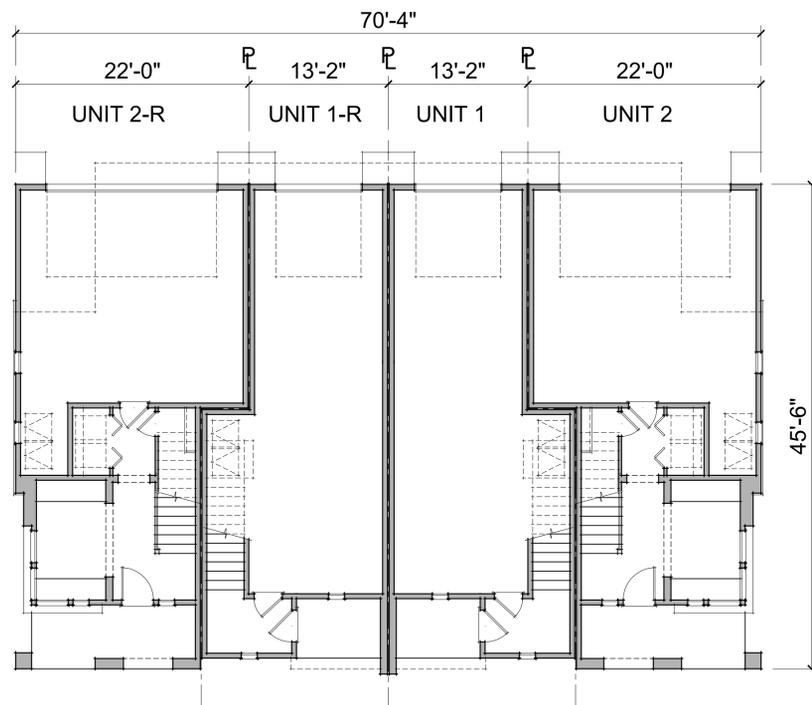
UNIT FOUR

4 BEDROOMS / 3.5 BATHS

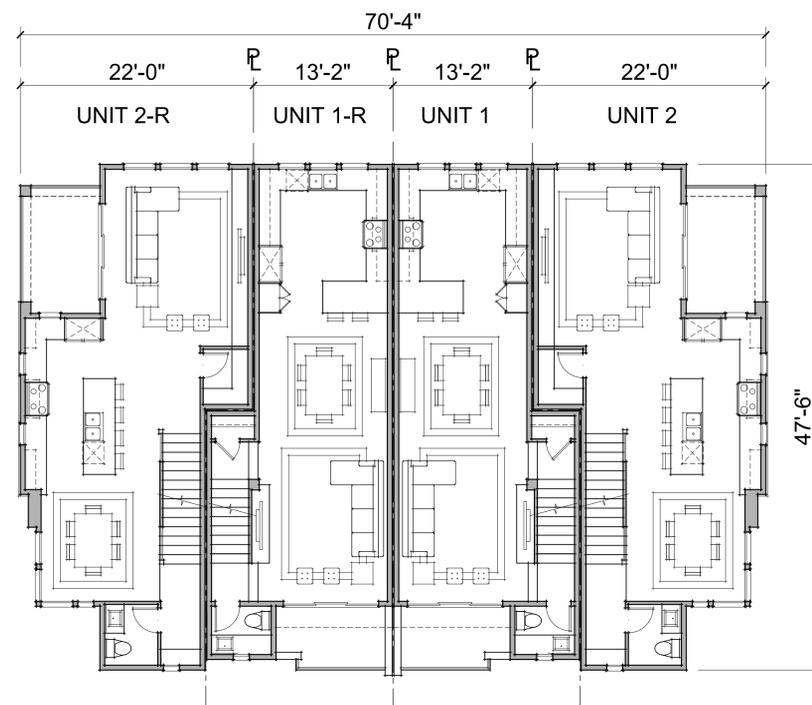
FIRST FLOOR:	361 SQ. FT.
SECOND FLOOR:	848 SQ. FT.
THIRD FLOOR:	770 SQ. FT.
TOTAL:	1979 SQ. FT.
GARAGE:	474 SQ. FT.



UNIT 4  
FLOOR PLANS



FIRST FLOOR PLAN



SECOND FLOOR PLAN

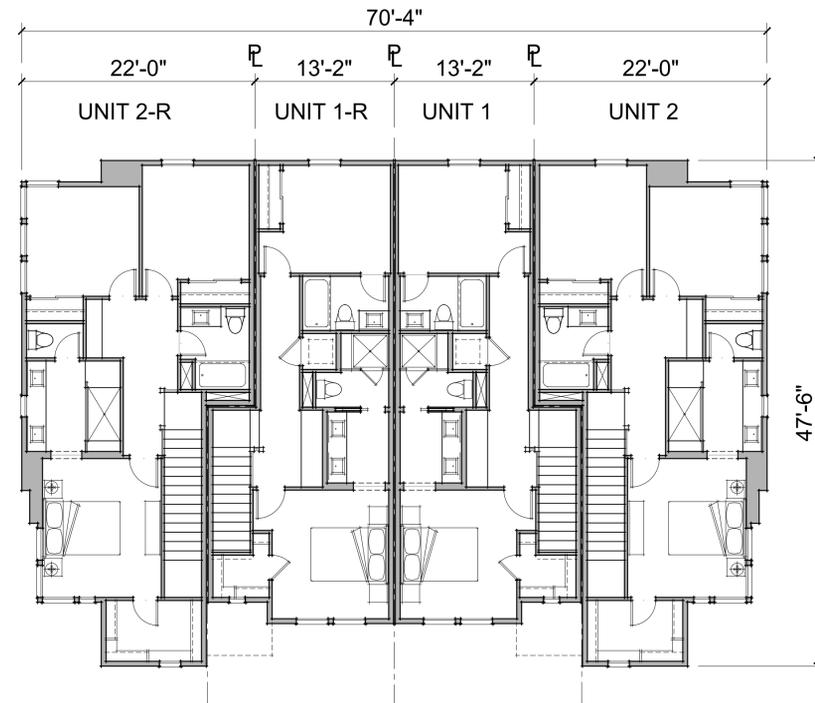


**BUILDING TYPE 1**  
4-PLEX

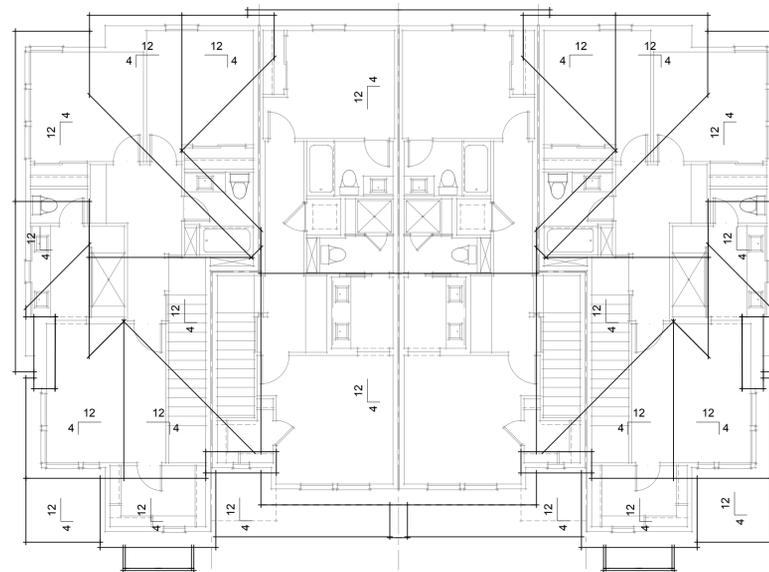
**MOONLITE LANES**  
IN SANTA CLARA, CA  
BY PROMETHEUS REAL ESTATE GROUP, INC.



**A.10**  
DATE 12-07-2017



THIRD FLOOR PLAN



ROOF PLAN

0 8 16 32  
**BUILDING TYPE 1**  
 4-PLEX

**MOONLITE LANES**  
 IN SANTA CLARA, CA  
 BY PROMETHEUS REAL ESTATE GROUP, INC.



**A.11**  
 DATE 12-07-2017

EXTERIOR ELEVATION FINISHES	
1	40 YEAR DIMENSIONAL COMPOSITION SHINGLE ROOFING
2	METAL AWNINGS
3	FIBER CEMENT LAP SIDING WITH 6" EXPOSURE
4	STUCCO FINISH
5	WOOD TRIM SURROUNDS AT FIBER CEMENT SIDING
6	STEEL RAILINGS AT BALCONIES
7	ACCENT PANEL INLAY
8	METAL SECTIONAL GARAGE DOORS
9	ACCENT PAINTED COMPOSITE FRONT DOORS
10	LOW PORCH WALL WITH CAP



FRONT ELEVATION



REAR ELEVATION



RIGHT ELEVATION  
(LEFT ELEVATION SIMILAR)

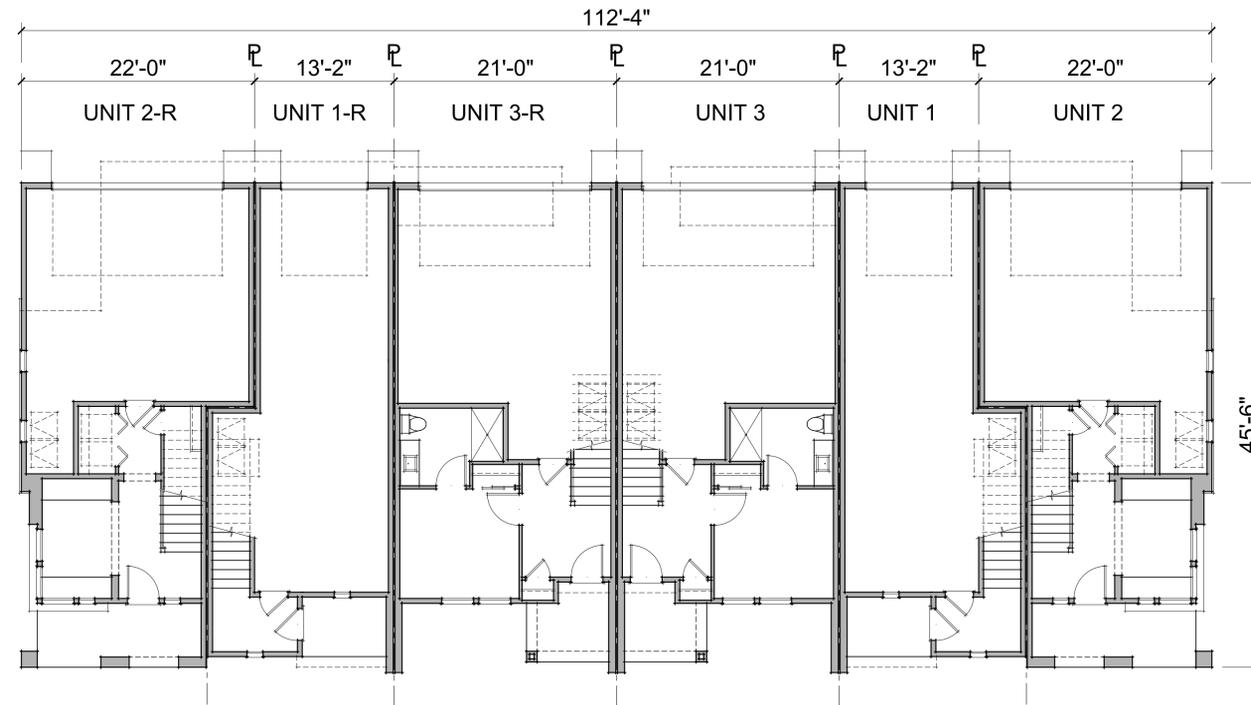


ELEVATIONS  
BUILDING TYPE 1  
4-PLEX

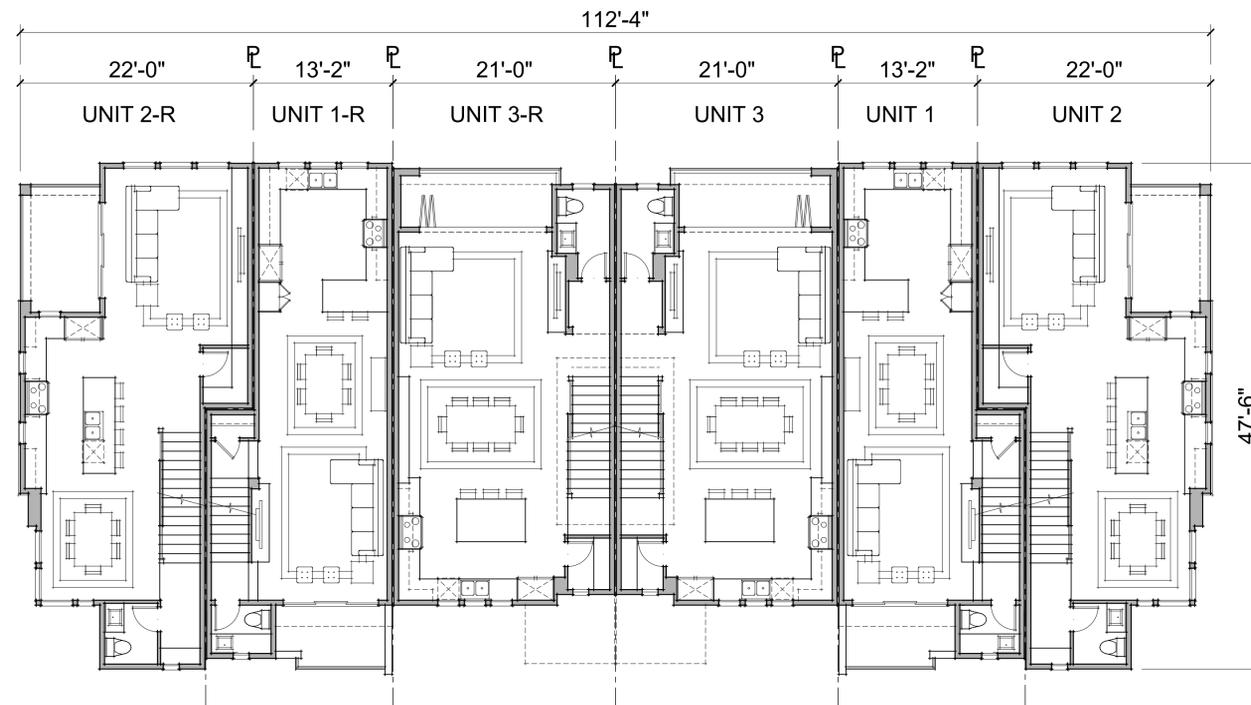
**MOONLITE LANES**  
IN SANTA CLARA, CA  
BY PROMETHEUS REAL ESTATE GROUP, INC.



**A.12**  
DATE 12-07-2017



FIRST FLOOR PLAN



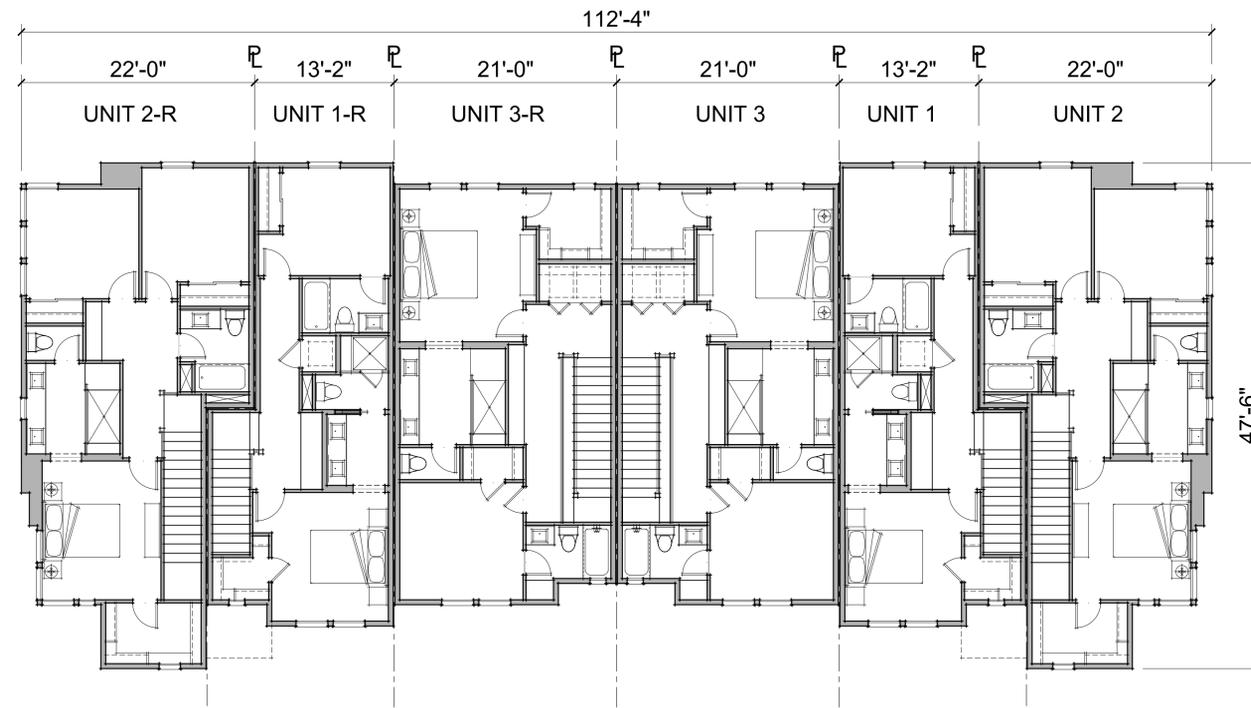
SECOND FLOOR PLAN

0 8 16 32  
 BUILDING TYPE 2  
 6-PLEX

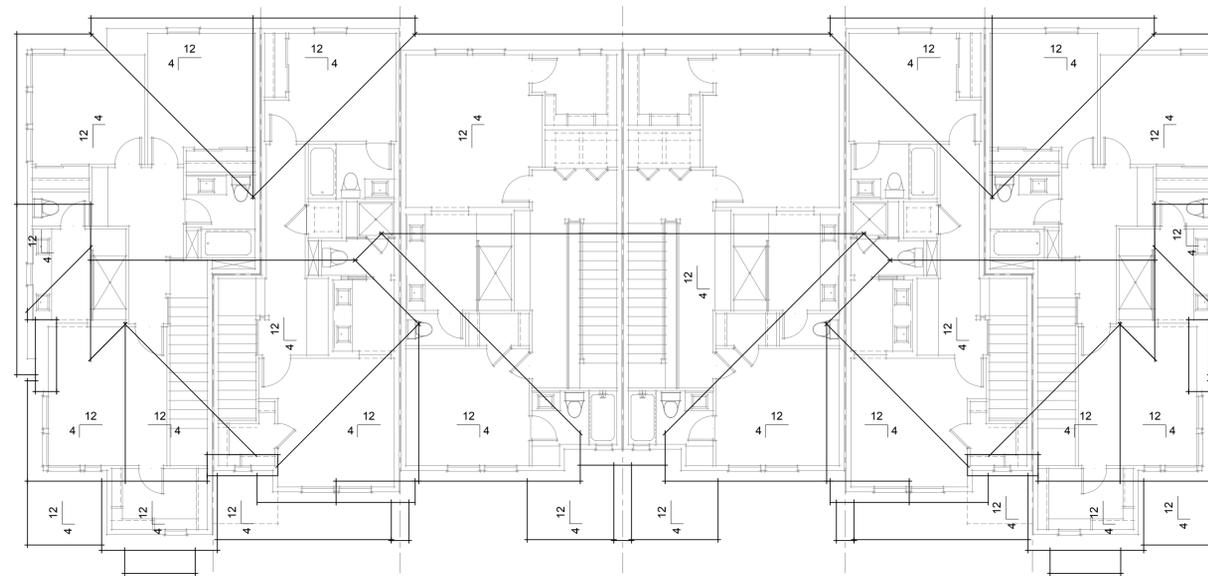
**MOONLITE LANES**  
 IN SANTA CLARA, CA  
 BY PROMETHEUS REAL ESTATE GROUP, INC.



**A.13**  
 DATE 12-07-2017



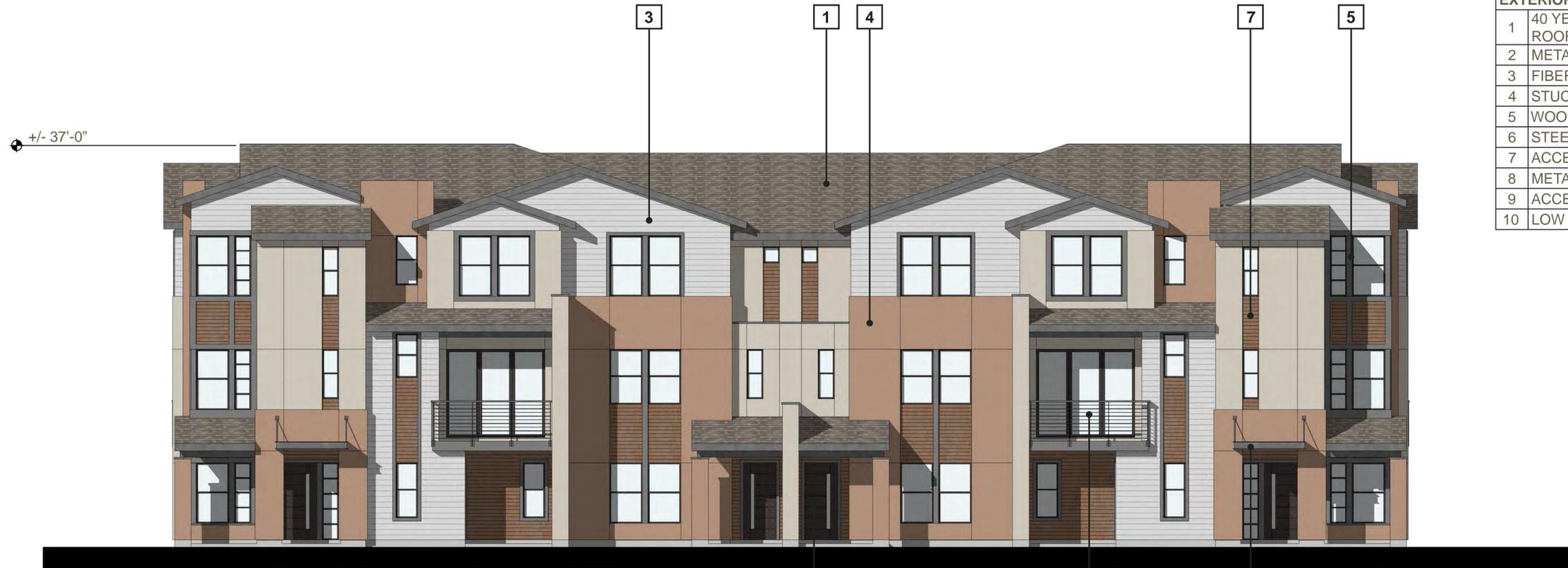
THIRD FLOOR PLAN



ROOF PLAN



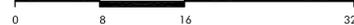
EXTERIOR ELEVATION FINISHES	
1	40 YEAR DIMENSIONAL COMPOSITION SHINGLE ROOFING
2	METAL AWNINGS
3	FIBER CEMENT LAP SIDING WITH 6" EXPOSURE
4	STUCCO FINISH
5	WOOD TRIM SURROUNDS AT FIBER CEMENT SIDING
6	STEEL RAILINGS AT BALCONIES
7	ACCENT PANEL INLAY
8	METAL SECTIONAL GARAGE DOORS
9	ACCENT PAINTED COMPOSITE FRONT DOORS
10	LOW PORCH WALL WITH CAP



FRONT ELEVATION



REAR ELEVATION



RIGHT ELEVATION

(LEFT ELEVATION SIMILAR)

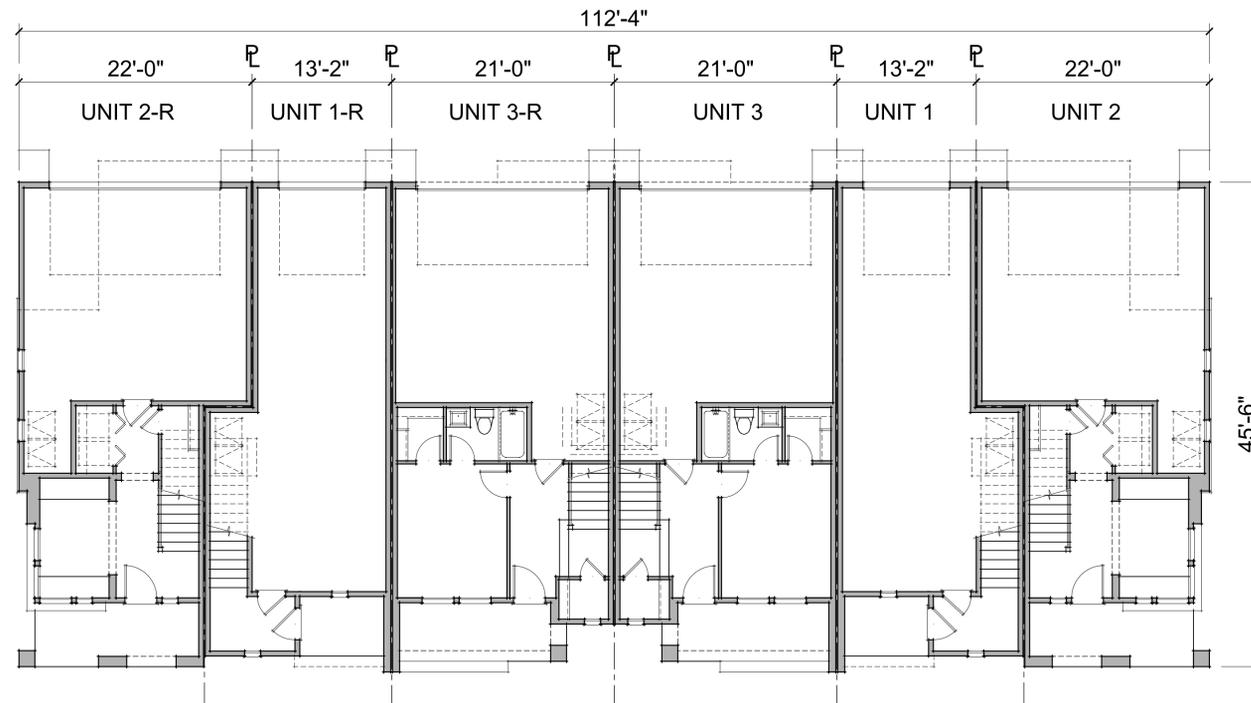


ELEVATIONS  
BUILDING TYPE 2  
6-PLEX

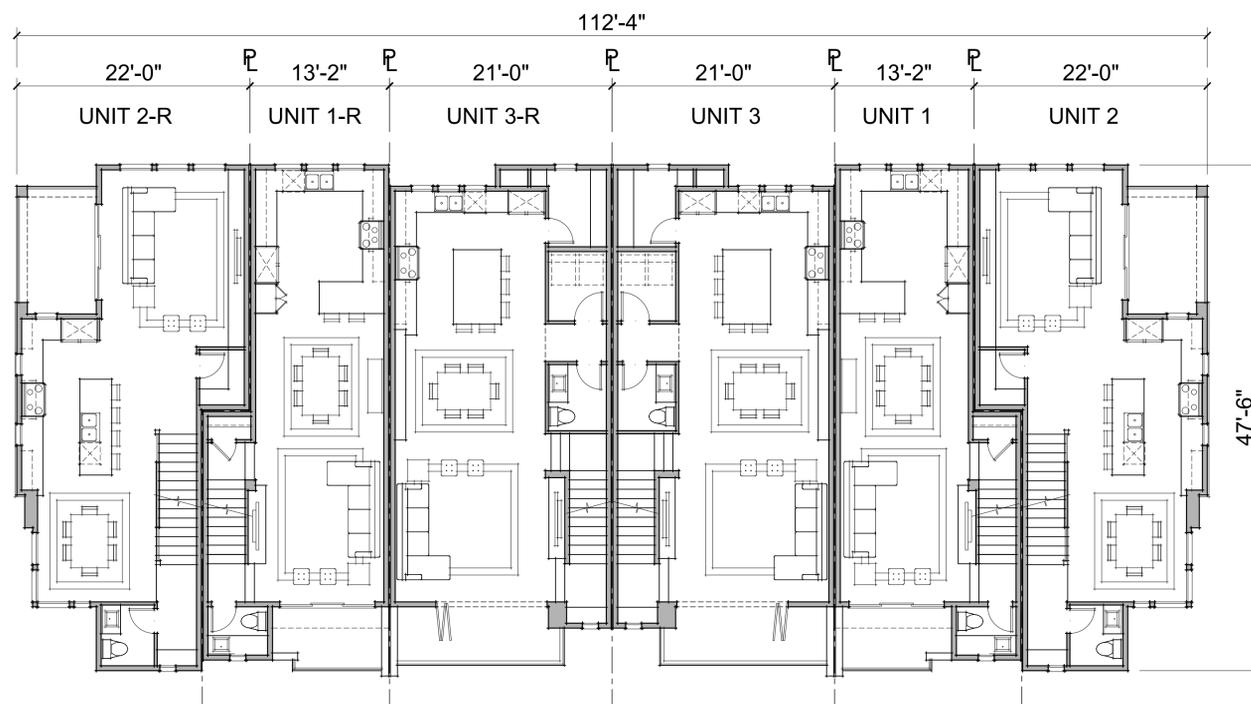
**MOONLITE LANES**  
IN SANTA CLARA, CA  
BY PROMETHEUS REAL ESTATE GROUP, INC.



**A.15**  
DATE 12-07-2017



FIRST FLOOR PLAN



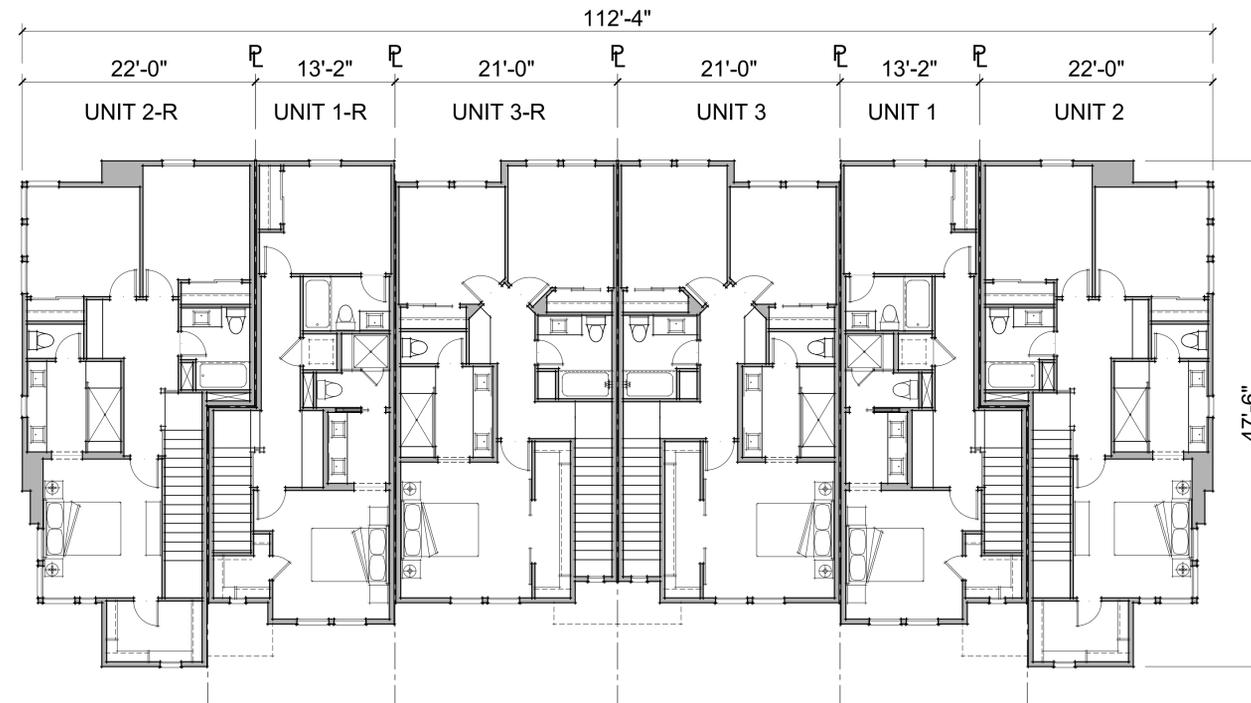
SECOND FLOOR PLAN



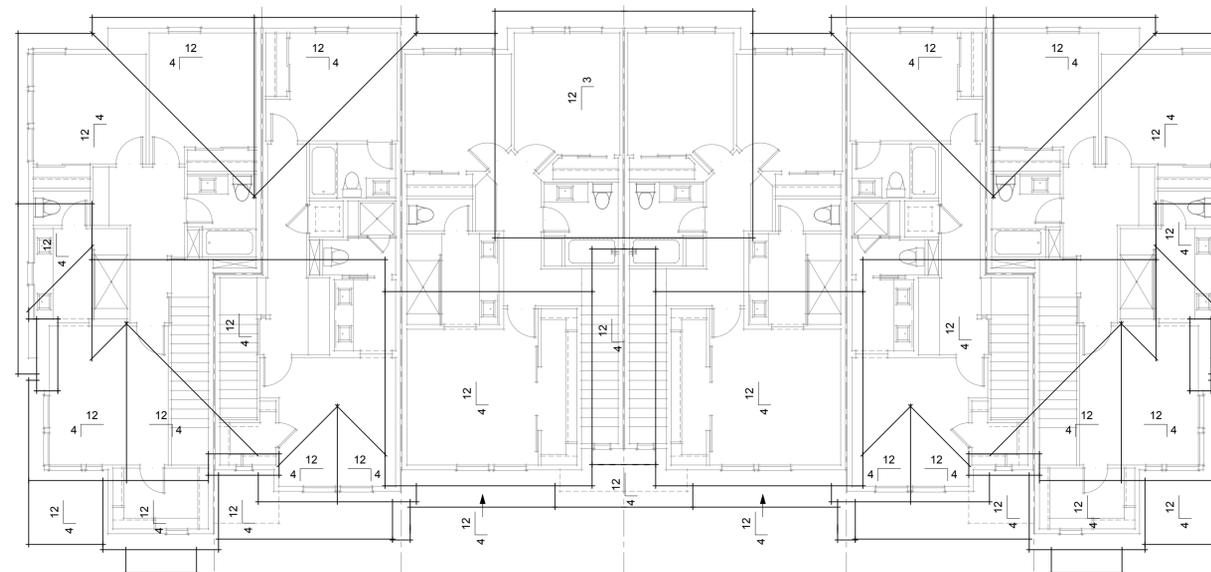
**MOONLITE LANES**  
 IN SANTA CLARA, CA  
 BY PROMETHEUS REAL ESTATE GROUP, INC.



**A.16**  
 DATE 12-07-2017



THIRD FLOOR PLAN



ROOF PLAN

0 8 16 32  
 BUILDING TYPE 3  
 6-PLEX

**MOONLITE LANES**  
 IN SANTA CLARA, CA  
 BY PROMETHEUS REAL ESTATE GROUP, INC.



**A.17**  
 DATE 12-07-2017

EXTERIOR ELEVATION FINISHES	
1	40 YEAR DIMENSIONAL COMPOSITION SHINGLE ROOFING
2	METAL AWNINGS
3	FIBER CEMENT LAP SIDING WITH 6" EXPOSURE
4	STUCCO FINISH
5	WOOD TRIM SURROUNDS AT FIBER CEMENT SIDING
6	STEEL RAILINGS AT BALCONIES
7	ACCENT PANEL INLAY
8	METAL SECTIONAL GARAGE DOORS
9	ACCENT PAINTED COMPOSITE FRONT DOORS
10	LOW PORCH WALL WITH CAP

+/- 38'-0"



FRONT ELEVATION



9 10 6 2



REAR ELEVATION



8 6



RIGHT ELEVATION  
(LEFT ELEVATION SIMILAR)

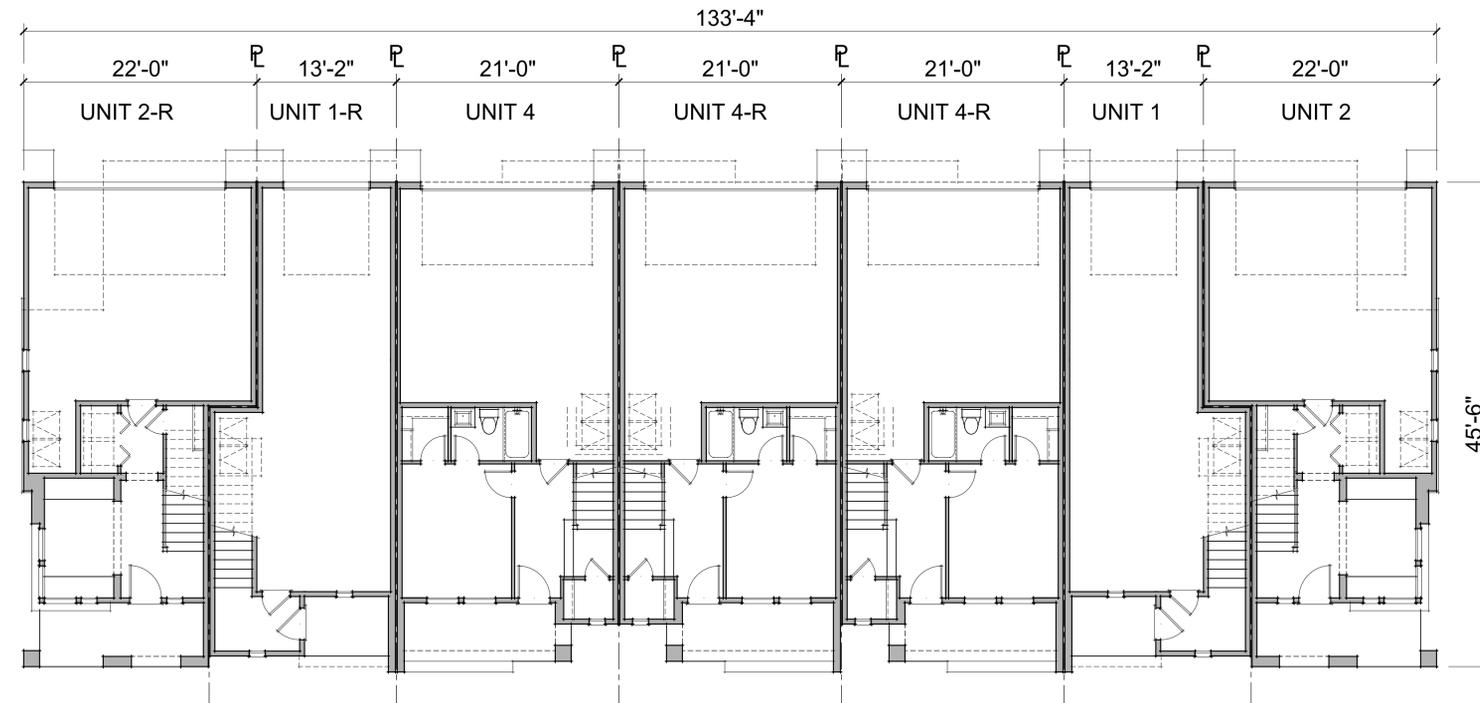


ELEVATIONS  
BUILDING TYPE 3  
6-PLEX

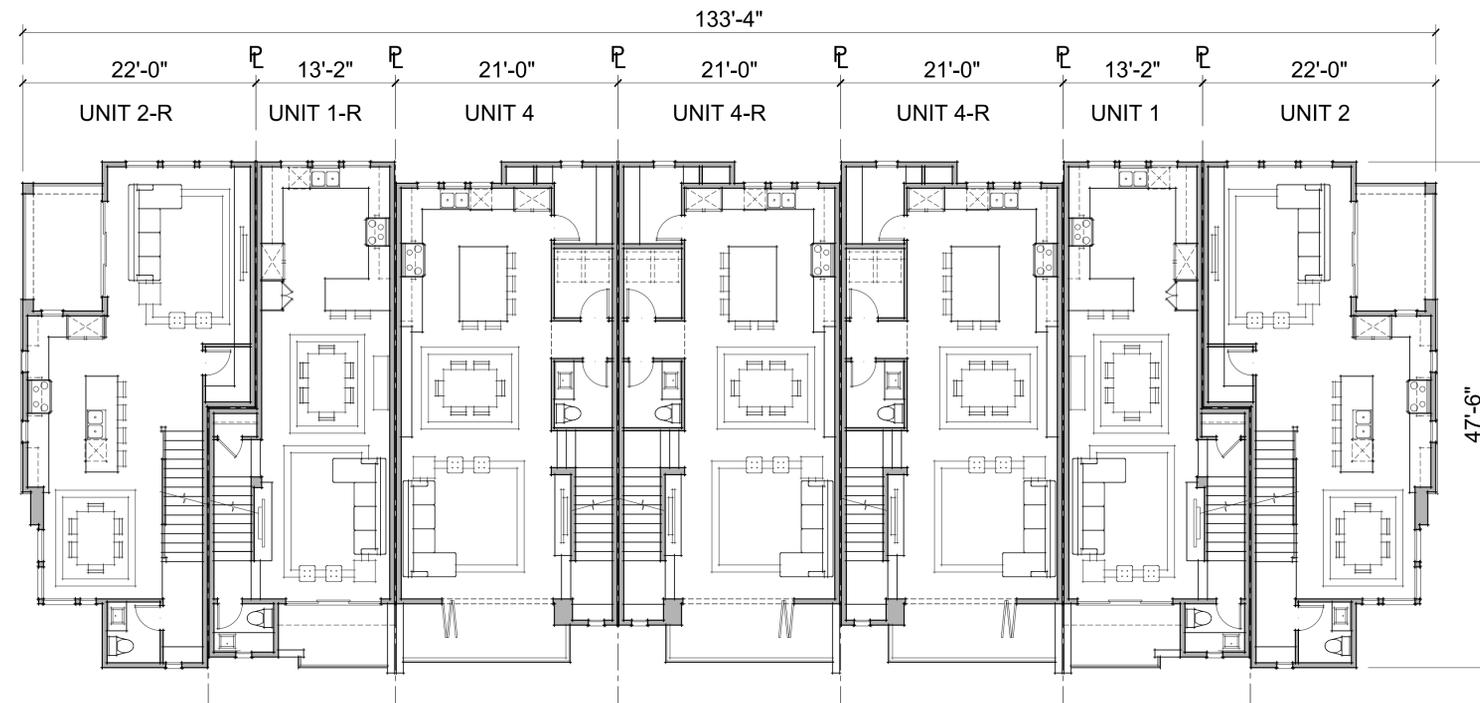
**MOONLITE LANES**  
IN SANTA CLARA, CA  
BY PROMETHEUS REAL ESTATE GROUP, INC.



**A.18**  
DATE 12-07-2017

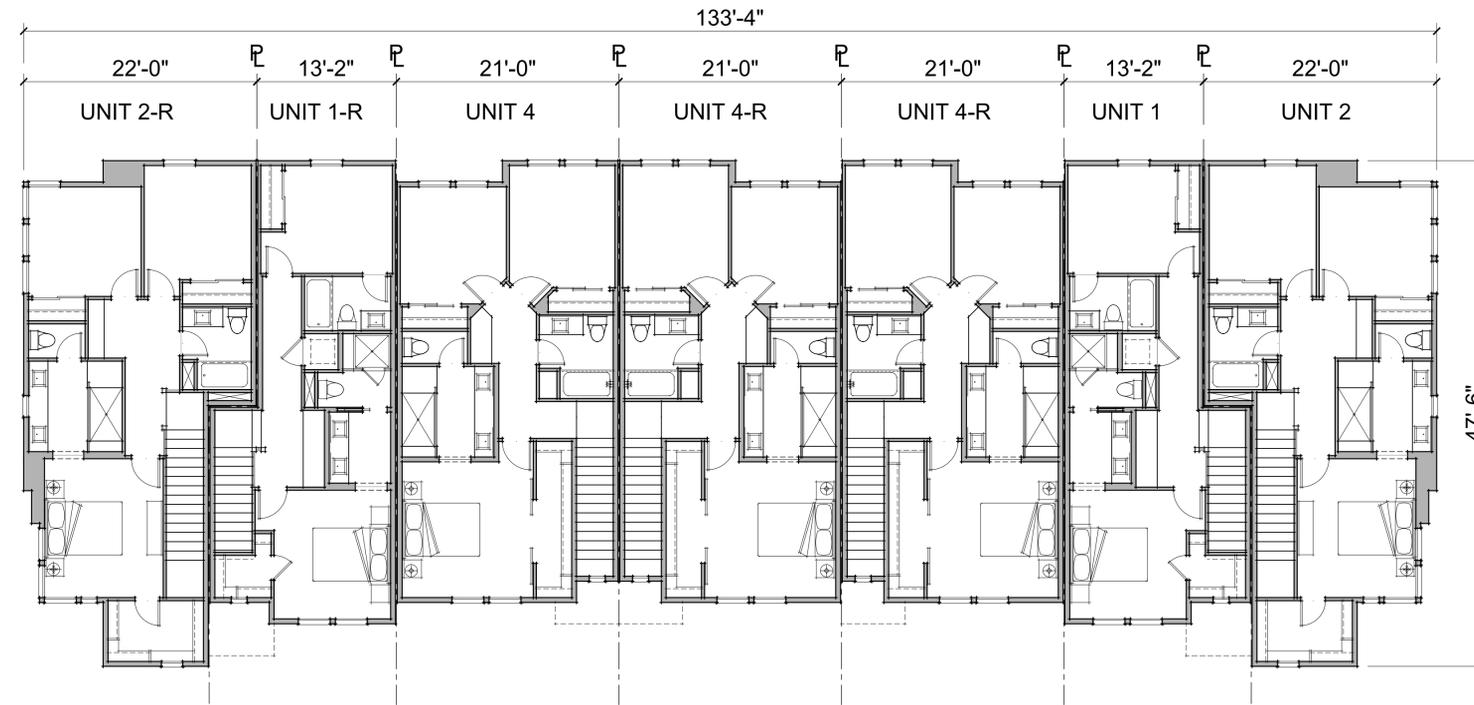


FIRST FLOOR PLAN

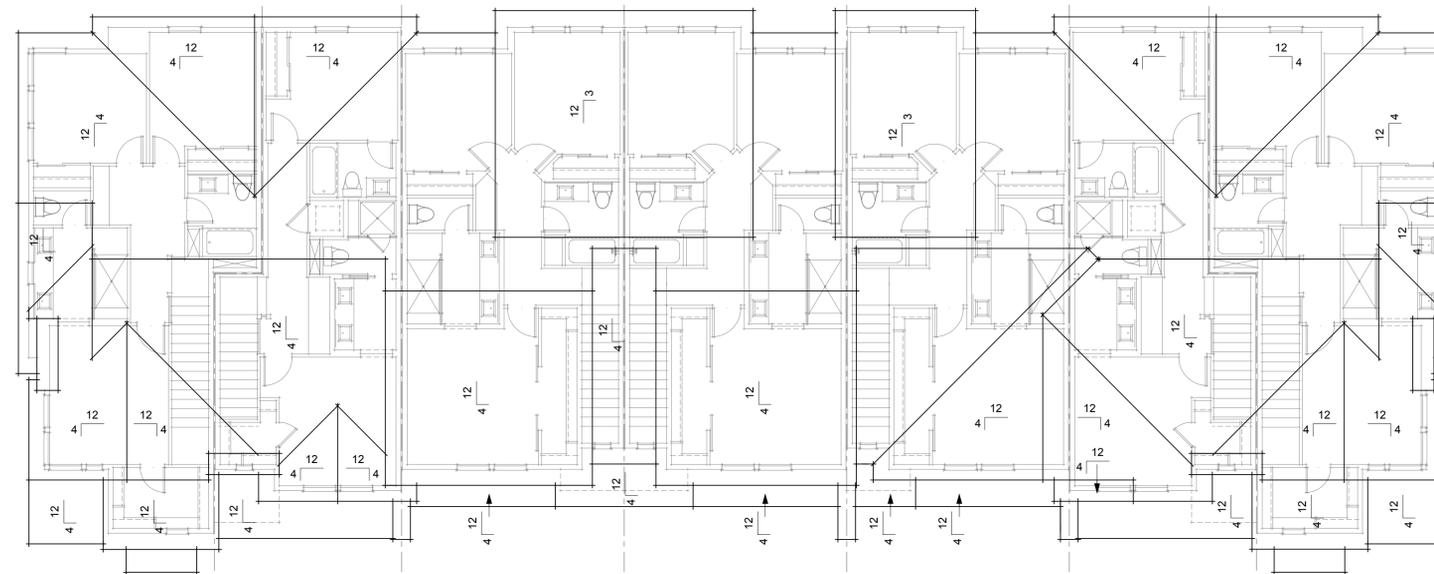


SECOND FLOOR PLAN

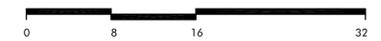




THIRD FLOOR PLAN



ROOF PLAN



**BUILDING TYPE 4**  
6-PLEX

**MOONLITE LANES**  
IN SANTA CLARA, CA  
BY PROMETHEUS REAL ESTATE GROUP, INC.



**A.20**  
DATE 12-07-2017

EXTERIOR ELEVATION FINISHES	
1	40 YEAR DIMENSIONAL COMPOSITION SHINGLE ROOFING
2	METAL AWNINGS
3	FIBER CEMENT LAP SIDING WITH 6" EXPOSURE
4	STUCCO FINISH
5	WOOD TRIM SURROUNDS AT FIBER CEMENT SIDING
6	STEEL RAILINGS AT BALCONIES
7	ACCENT PANEL INLAY
8	METAL SECTIONAL GARAGE DOORS
9	ACCENT PAINTED COMPOSITE FRONT DOORS
10	LOW PORCH WALL WITH CAP



FRONT ELEVATION



REAR ELEVATION



RIGHT ELEVATION  
(LEFT ELEVATION SIMILAR)



ELEVATIONS  
BUILDING TYPE 4  
7-PLEX

**MOONLITE LANES**  
IN SANTA CLARA, CA  
BY PROMETHEUS REAL ESTATE GROUP, INC.



**A.21**  
DATE 12-07-2017