City of Santa Clara

Call and Notice of Special Meeting

Planning Commission

Monday, January 10, 2022 **6:00 PM** **Virtual Meeting**

NOTICE IS HEREBY GIVEN that, pursuant to the provisions of California Government Code §54956 ("The Brown Act") and Section 708 of the Santa Clara City Charter, the Chair calls for a Special Meeting of the Planning Commission of the City of Santa Clara, to commence and convene on January 10, 2022, at 6:00 pm for a Special Meeting to be held virtually via Zoom, to consider the following matter(s) and to potentially take action with respect to them.

Pursuant to California Government Code section 54953(e) and City of Santa Clara Resolution 21-9038, the Planning Commission meeting will be held by teleconference only. No physical location will be available for this meeting; however, the City of Santa Clara continues to provide methods for the public to participate remotely:

• Via Zoom:
o https://santaclaraca.zoom.us/j/91729202898
Webinar ID: 917 2920 2898 or
o Phone: 1(669) 900-6833

• Via the City's eComment (available during the meeting)

The public may view the meetings on SantaClaraCA.gov, Santa Clara City Television (Comcast cable channel 15 or AT&T U-verse channel 99), or the livestream on the City's YouTube channel or Facebook page.

Public Comments prior to meeting may be submitted via email to PlanningPublicComment@SantaClaraCA.gov no later than noon on the day of the meeting; and also before and during the meeting via eComment. Clearly indicate the project address, meeting body, and meeting date in the email.

PUBLIC PARTICIPATION IN ZOOM WEBINAR: Please follow the guidelines below when participating in a Zoom Webinar:
- The meeting will be recorded so you must choose 'continue' to accept and stay in the meeting.
- If there is an option to change the phone number to your name when you enter the meeting, please do so as your name will be visible online and will be used to notify you that it is your turn to speak.
- Mute all other audio before speaking. Using multiple devices can cause an audio feedback.
- Use the raise your hand feature in Zoom when you would like to speak on an item and lower when finished speaking. Press *9 to raise your hand if you are calling in by phone only.
- Identify yourself by name before speaking on an item.
- Unmute when called on to speak and mute when done speaking. If there is background noise coming from a participant, they will be muted by the host. Press *6 if you are participating by phone to unmute.
- If you no longer wish to stay in the meeting once your item has been heard, please exit the meeting.

6:00 PM SPECIAL MEETING

Call to Order

Pledge of Allegiance and Statement of Values

Roll Call

DECLARATION OF COMMISSION PROCEDURES

CONTINUANCES/EXCEPTIONS

CONSENT CALENDAR

Consent Calendar items may be enacted, approved or adopted, based upon the findings prepared and provided in the written staff report, by one motion unless requested to be removed by anyone for discussion or explanation. If any member of the Planning Commission, staff, the applicant or a member of the public wishes to comment on a Consent Calendar item, or would like the item to be heard on the regular agenda, please notify Planning staff, or request this action at the Planning Commission meeting when the Chair calls for these requests during the Consent Calendar review. Items listed on the Consent Calendar with associated file numbers constitute Public Hearing items.

1.A 22-70 Planning Commission Meeting Minutes of December 8, 2021 Meeting

Recommendation: Approve the Planning Commission Minutes of the December 8, 2021 Meeting

1.B **22-1542** Review and Recommend to the City Council to Approve Adoption of an IS/MND, a Billboard Relocation Agreement and Zoning Code Amendment to allow the installation of a new single-sided LED digital billboard at 630 Laurelwood Road

Recommendation: That the Planning Commission take the following actions:

1. Adopt a resolution recommending Council adoption of the Initial Study (IS)/Mitigated Negative Declaration (MND) prepared for this project and the mitigation monitoring and reporting program (MMRP);
2. Recommend adoption of the Zoning Code Text Amendment to allow for increased sign height; and
3. Recommend approval of the Billboard Relocation Agreement.

PUBLIC PRESENTATIONS

Members of the public may briefly address the Commission on any item not on the agenda.

PUBLIC HEARING

Items listed above under Items for Council Action will be scheduled for Council review following the conclusion of hearings and recommendations by the Planning Commission. Due to timing of notices for Council hearings and the preparation of Council agenda reports, these items will not necessarily be heard on the date the minutes from this meeting are forwarded to the Council. Please contact the Planning Division office for information on the schedule of hearings for these items.

2. **22-1718** Patrick Henry Drive Specific Plan Study Session

3. **22-71** Study Session: 2021 State Housing Legislation Update

REPORTS OF COMMISSION/BOARD LIAISON AND COMMITTEE:

1. Announcements/Other Items

2. Commissioner Travel and Training Reports, Requests to attend Trainings
   1. Joint Venture State of the Valley - February 18, 2022
   2. LCC Planning Commissioner Academy - March 16-18, 2022

DIRECTOR OF COMMUNITY DEVELOPMENT REPORTS:

1. Planning Commission Budget Update

2. Upcoming Agenda Items

3. City Council Actions

ADJOURNMENT:

The next regular scheduled meeting is on Wednesday, January 26, 2022 at 6:00 PM.

The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision. Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. If a person wishes to challenge the nature of the above section in court, they may be limited to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of Santa Clara, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.

If a member of the public submits a speaker card for any agenda items, their name will appear in the Minutes. If no speaker card is submitted, the Minutes will reflect "Public Speaker."

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Santa Clara will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities, and will ensure that all existing facilities will be made accessible to the maximum extent feasible. The City of Santa Clara will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities including those with speech, hearing, or vision impairments so they can participate equally in the City's programs, services, and activities. The City of Santa Clara will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities.

Agendas and other written materials distributed during a public meeting that are public record will be made available by the City in an appropriate alternative format. Contact the City Clerk's Office at 1 408-615-2220 with your request for an alternative format copy of the agenda or other written materials.

Individuals who require an auxiliary aid or service for effective communication, or any other disability-related modification of policies or procedures, or other accommodation, in order to participate in a program, service, or activity of the City of Santa Clara, should contact the City's ADA Coordinator at 408-615-3000 as soon as possible but no later than 48 hours before the scheduled event.

1500 Warburton Avenue
Santa Clara, CA 95050
santaclaraca.gov
@SantaClaraCity

22-70 **Agenda Date: 1/10/2022**

REPORT TO PLANNING COMMISSION

SUBJECT
Planning Commission Meeting Minutes of December 8, 2021 Meeting

RECOMMENDATION
Approve the Planning Commission Minutes of the December 8, 2021 Meeting

Draft

City of Santa Clara

Meeting Minutes

Planning Commission

12/08/2021 **6:00 PM** **Virtual Meeting**

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6:00 PM REGULAR MEETING

Chair Biagini called the meeting to order at 6:02 p.m.

Call to Order

Pledge of Allegiance and Statement of Values

Roll Call

Present 7 - Chair Nancy A. Biagini, Vice Chair Priya Cherukuru, Commissioner Ricci Herro, Commissioner Qian Huang, Commissioner Yuki Ikezi, Commissioner Lance Saleme, and Commissioner Yashraj Bhatnagar

DECLARATION OF COMMISSION PROCEDURES

Secretary Herro read the Declaration of Commission Procedures.

CONTINUANCES/EXCEPTIONS

None.

CONSENT CALENDAR

1. 21-1699 Planning Commission Meeting Minutes of November 17, 2021 Meeting

Recommendation: Approve the Planning Commission Minutes of the November 17, 2021 Meeting

A motion was made by Commissioner Herro, seconded by Commissioner Cherukuru to approve the consent calendar.

Aye: 7 - Chair Biagini, Vice Chair Cherukuru, Commissioner Herro, Commissioner Huang, Commissioner Ikezi, Commissioner Saleme, and Commissioner Bhatnagar

PUBLIC PRESENTATIONS

Councilmembers Jain and **Becker** spoke to acknowledge **Staff Liaison Gloria Sciara** due to her upcoming retirement.

PUBLIC HEARING

2. 21-1584 Action on Use Permit for Agape Playschool / Learning Center to allow outdoor activity associated with a child daycare facility at 3700 Thomas Road

Recommendation: Adopt a Resolution to approve a Use Permit to allow outdoor activity associated with a child day care facility at 3700 Thomas Road.

Associate Planner Debby Fernandez provided the staff presentation. **Applicant Adlin Netto** spoke regarding the project. **Ling Jin, Hexagon Transportation Consultants,** and **Josh Carman, Placeworks**, of the applicant team answered questions from the Commission regarding the parking and safety concerns. The Commission thanked the applicant for conducting additional studies for the concerns raised when the project was last heard.

Public Speaker(s): Brinna Covington (ecomment)
Time Dang
Kevin O'Keefe

A motion was made by Commissioner Herro, seconded by Commissioner Saleme to close public hearing.

Aye: 7 - Chair Biagini, Vice Chair Cherukuru, Commissioner Herro, Commissioner Huang, Commissioner Ikezi, Commissioner Saleme, and Commissioner Bhatnagar

A motion was made by Commissioner Herro, seconded by Commissioner Saleme to approve staff recommendation.

Aye: 5 - Chair Biagini, Commissioner Herro, Commissioner Huang, Commissioner Ikezi, and Commissioner Saleme

Nay: 2 - Vice Chair Cherukuru, and Commissioner Bhatnagar

REPORTS OF COMMISSION/BOARD LIAISON AND COMMITTEE:

1. Announcements/Other Items

The Commission, **City Historian Lorie Garcia,** and Staff acknowledged **Staff Liaison Gloria Sciara** for her exceptional work while working with the City.

2. Commissioner Travel and Training Reports, Requests to attend Trainings

None.

DIRECTOR OF COMMUNITY DEVELOPMENT REPORTS:

1. Planning Commission Budget Update

Staff provided a budget update.

2. Upcoming Agenda Items

Assistant Director of Community Development Reena Brilliot provided updates.

3. City Council Actions

Staff Liaison Gloria Sciara provided updates.

ADJOURNMENT:

A motion was made by Commissioner Ikezi, seconded by Commissioner Huang to adjourn the meeting in honor of Staff Liaison Gloria Sciara.

The meeting adjourned at 8:12 p.m.

The next scheduled Planning Commission Special Meeting is on Monday, January 10. 2022 at 6 p.m.

Aye: 7 - Chair Biagini, Vice Chair Cherukuru, Commissioner Herro, Commissioner Huang, Commissioner Ikezi, Commissioner Saleme, and Commissioner Bhatnagar

The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision. Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. If a person wishes to challenge the nature of the above section in court, they may be limited to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of Santa Clara, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.

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22-1542 **Agenda Date: 1/10/2022**

REPORT TO PLANNING COMMISSION

SUBJECT
Review and Recommend to the City Council to Approve Adoption of an IS/MND, a Billboard Relocation Agreement and Zoning Code Amendment to allow the installation of a new single-sided LED digital billboard at 630 Laurelwood Road

PROJECT IN BRIEF
Project: Review and Recommendation to the City Council to Approve Adoption of an IS/MND, a Billboard Relocation Agreement and Zoning Code Amendment to allow the installation of a new 672 square foot (14 feet by 48 feet) single-sided LED digital billboard at 630 Laurelwood Road, located adjacent to US Highway 101.
Applicant: Bryan Scott, Outfront Media
Property Owner: Public Storage
General Plan: Light Industrial
Zoning: Light Industrial (ML)
Site Area: 4.41 acres
Existing Site Conditions: The existing on-premise sign with two facings advertising the Public Storage business that currently operates on the project site would be removed from the project site.

Surrounding Uses
North: Industrial uses
East: Industrial & Commercial uses
South: US 101 Highway
West: Industrial uses

Issues: Consistency with the General Plan and Zoning Ordinance

Staff Recommendation: Recommend approval of a Billboard Relocation Agreement and adoption of an IS/MND and Zoning Code Amendment, subject to conditions of approval.

BACKGROUND
The applicant filed an application on August 2, 2020 to construct a new 672 square foot (14 feet by 48 feet) single-sided LED digital billboard at 630 Laurelwood Road (PLN2020-14594). The display on the billboard would be mounted on a 55 foot tall supporting column. The supporting column will also include a 96 square feet (8 feet by 12 feet) ‘Public Storage’ cabinet sign mounted at 35 feet.

A text amendment is proposed to the Zoning Ordinance that would allow digital billboard signs to exceed the height limit in Section 18.80.050 with the approval of a relocation agreement. The property is zoned Light Industrial (ML) and would currently require a Use Permit to allow construction of a LED digital billboard without the proposed Zoning Text Amendment. The proposed billboard

would be 55 feet in height which would exceed the City's maximum height limit of 35 feet that is applied for all outdoor signs.

A Billboard Relocation Agreement is being drafted and will be reviewed by the City Council. In compliance with the Billboard Relocation Agreement, the project would remove one existing billboard facing within the City in addition to the three billboard facings previously removed ("banked") in connection with this project.

DISCUSSION

The proposed project is to construct a new billboard that would be located within an existing paved area near the southern boundary of the property currently developed with storage buildings. The structure would be single-sided with a southeast facing LED display that would be visible to vehicles traveling northbound on US 101. The existing on-premise sign with two facings advertising the Public Storage business that currently operates on the project site would be removed from the project site. The column for the proposed billboard structure would incorporate similar on-premise signage advertising the Public Storage business, effectively replacing the existing on-premise signage.

The proposed LED digital billboard display would cycle through a rotation of static images, changing once every eight seconds, and would be used primarily for commercial advertisements. The sign would operate 24 hours per day, seven days per week. Other uses for the sign could include promoting community events, highlighting public awareness campaigns, and broadcasting emergency messages when necessary. The billboard would not show video or motion, nor would it emit noise or audio. The project does not propose to change the existing land use of the project property.

The City of Santa Clara has determined that billboards, by their very nature, wherever located and however constructed, constitute visual clutter and blight to the appearance of the City. It is the intent of the City to gradually reduce the overall number of billboards by limiting the number of billboards in Santa Clara and prohibiting the construction of new billboards (Santa Clara City Code, Chapter 18.80, Sign Regulations). Section 18.80.221 of the City Code stipulates that the City may enter into agreements to allow for the relocation of existing outdoor advertising displays. The Billboard Relocation Agreement for the proposed project requires, ultimately, the removal of four existing billboard facings in exchange for the installation of the proposed single-sided LED digital billboard at a new location within the City. The draft Billboard Relocation Agreement is attached to this report.

In order to remove three billboard faces prior to a site being ready for a new billboard, Outfront entered into a "banking agreement" with the City in 2017, with an initial three-year term, and which was later extended to December 31, 2021. At the December 7, 2021 City Council meeting, the Council authorized the City Manager to execute Amendment No. 2 to the Billboard Banking Agreement with Outfront Media, LLC to extend the termination date from December 31, 2021 to June 30, 2022. The second amendment to the Billboard Banking Agreement is attached to this report as a reference.

General Plan Conformance

The project site has a General Plan designation of Light Industrial (ML). This classification is intended to accommodate a range of light industrial uses, including general service, warehousing, storage, distribution and manufacturing. It includes flexible space, such as buildings that allow combinations of

single and multiple users, warehouses, mini storage, wholesale, bulk retail, gas stations, data centers, indoor auto related uses and other uses that require large, warehouse style buildings.

While a General Plan conformance finding is not a requirement for approval, the following policies are presented for consideration as they relate to the project.

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

Zoning Conformance

The proposed LED digital billboard would be located on a site zoned ML - Light Industrial. The proposed billboard would be 55 feet in height which would exceed the City's maximum height limit of 35 feet for outdoor signs (Santa Clara City Code, Chapter 18.80.050). A text amendment is proposed to the Zoning Ordinance that would allow digital billboard signs to exceed the height limit in Section 18.80.050 with the approval of a relocation agreement. The proposed draft Height Ordinance to amend Section 18.80.210 of the Zoning Code to increase the permissible height of digital billboards is attached to this report.

ENVIRONMENTAL REVIEW

A Mitigated Negative Declaration (MND) was prepared for the project by the environmental consultant firm Denise Duffy & Associates in accordance with the California Environmental Quality Act (CEQA). The MND and Notice of Availability were posted on the City's website at www.santaclaraca.gov/ceqa <http://www.santaclaraca.gov/ceqa> and circulated for 20-day review on December 16, 2021 and closed on January 5, 2022, in accordance with CEQA requirements. One comment letters was received from Valley Water on the MND, which raised minor issues. A response to the Valley Water comment letter will be prepared prior to the January 10 meeting.

The MND examined environmental impacts associated with project development and identified potential air quality, biological, cultural resources, geology and soils, hazards and hazardous materials, noise, and water quality impacts that with incorporation of mitigation measures into the project would reduce all potential impacts to less than significant. A detailed discussion of the potential impacts and mitigation measures to be applied to the project are specified in the MND and would be implemented through project conditions of approval and the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project.

FISCAL IMPACT

There is no fiscal impact to the City for processing the requested application other than administrative staff time and expense typically covered by processing fees paid by the applicant.

COORDINATION

This report was coordinated with the City Attorney's Office.

PUBLIC CONTACT

On December 23, 2021, a notice of public hearing on this item was posted in three conspicuous locations within 300 feet of the project site and mailed to property owners within 300 feet of the project site. At the time of this staff report, Planning staff has not received public comments in support or opposition to the proposed project.

Public contact was made by posting the Council agenda on the City 's official-notice bulletin board outside City Hall Council Chambers. A complete agenda packet is available on the City's website and in the City Clerk's Office at least 72 hours prior to a Regular Meeting and 24 hours prior to a Special Meeting. A hard copy of any agenda report may be requested by contacting the City Clerk's Office at (408) 615-2220, email clerk@santaclaraca.gov <mailto:clerk@santaclaraca.gov>.

RECOMMENDATION

That the Planning Commission take the following actions:

1. Adopt a resolution recommending Council adoption of the Initial Study (IS)/Mitigated Negative Declaration (MND) prepared for this project and the mitigation monitoring and reporting program (MMRP);
2. Recommend adoption of the Zoning Code Text Amendment to allow for increased sign height; and
3. Recommend approval of the Billboard Relocation Agreement.

Prepared by: Tiffany Vien, Associate Planner
Reviewed by: Alexander Abbe, Assistant City Attorney
Approved by: Reena Brilliot, Assistant Director of Community Development

ATTACHMENTS

1. Draft Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
2. Resolution to Adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
3. Draft Relocation Agreement
4. Draft Ordinance Amending Zoning Code
5. Approved Amendment No.2 Billboard Banking Agreement
6. Conditions of Approval
7. Development Plans

DRAFT
INITIAL STUDY

630 Laurelwood Road
Digital LED Billboard Project

File No.: PLN2020-14594

City of Santa Clara
December 2021

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APPENDICES

Appendix A. Pace Analytical Report
Appendix B. FAA Determination Letter

All appendices are incorporated by reference into this Initial Study. No other documents are incorporated by reference.

SECTION 1.0 INTRODUCTION AND PURPOSE

This Initial Study is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.), the CEQA Guidelines (California Code of Regulations 15000 et seq.), and the regulations and policies of the City of Santa Clara. This Initial Study evaluates the reasonably foreseeable environmental impacts which may result from the removal of two existing billboard structures, and the construction of a new LED digital billboard, adjacent to US 101.

The City of Santa Clara is the Lead Agency under CEQA and has prepared this Initial Study to address the impacts of implementing the proposed project.

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SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

630 Laurelwood Road LED Digital Billboard Project

2.2 PROJECT LOCATION

The project site is located at 630 Laurelwood Road (Assessor's Parcel Number [APN] 101-13-004) adjacent to and east of the northbound lanes of US 101 in the City of Santa Clara.

2.3 LEAD AGENCY CONTACT

Tiffany Vien
Community Development – Planning Division
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

2.4 PROPERTY OWNER/PROPONENT

Owner:
Candess Wing
Public Storage
701 Western Avenue
Glendale, CA 91201

Applicant:
Bryan Scott
Outfront Media
1695 Eastshore Highway
Berkeley, CA 94710

2.5 ASSESSOR'S PARCEL NUMBERS

The proposed LED digital billboard site at 630 Laurelwood Road would be located on APN 101-13-004. Sites where billboards are proposed for removal or have been removed in connection with the proposed project are located on APN 220-32-056 (2983 El Camino Real, Santa Clara), APN 224-60-003 (2550 Lafayette Street, Santa Clara), and APN 296-637-035 (4545 Stevens Creek Boulevard, Santa Clara). In addition, in order to comply with California Business and Professions Code Section 5443(b)(2) and obtain the Outdoor Advertising permit from the California Department of Transportation, one of the following two panels along landscaped freeway sections would be removed or replaced: (1) Panel # 2071, associated with Caltrans Permit No. 28162, located along Highway 101 near Post-mile 1.48L in the City and County of San Francisco (APN 5449-027, 2629 San Bruno Avenue); or (2) Panel # 2310, associated with Caltrans Permit No. 28164, located along Highway 580 near Post-mile 39.97R in the County of Alameda (APN 030-1976-013, 4580 MacArthur Boulevard, Oakland). The proposed project would also entail the

removal of an existing on-premise sign with two facings located on the project site (630 Laurelwood Road); similar on-premise signage would be included on the new billboard structure below the proposed off-premise digital facing.

2.6 ZONING DISTRICT AND GENERAL PLAN DESIGNATIONS

630 Laurelwood Road - Proposed LED Digital Billboard Site:

Zoning District: *ML – Light Industrial*

General Plan: *Light Industrial*

Billboards proposed for removal or previously removed in connection with the project:

Location	Zoning	General Plan Designation
2983 El Camino Real (easterly oriented face)	*CT – Thoroughfare Commercial*	*Community Mixed Use*
2550 Lafayette Street (one facing)	*MH – Heavy Industrial*	*Heavy Industrial*
4545 Stevens Creek Boulevard (two facings)	*CT – Thoroughfare Commercial*	*Regional Commercial*
2629 San Bruno Avenue, San Francisco (one facing) *-or-* 4580 MacArthur Boulevard, Oakland (one facing)	*San Bruno Avenue Neighborhood Commercial District (NCD)* *CN-3 Neighborhood Center Commercial - 3 Zone*	*Neighborhood Commercial District* *Neighborhood Center Mixed Use*

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The project would construct a single-sided billboard at 630 Laurelwood Road (APN 101-13-004), adjacent to the northbound lanes of US 101, and remove two existing billboard facings, in addition to the three additional off-premise advertising facings previously removed and "banked" pursuant to an agreement with the City, as detailed below (**Figures 1** and **2**). In addition, the existing on-premise sign with two facings advertising the Public Storage business that currently operates on the project site would be removed from the project site. The new billboard would be located within an existing paved area near the southern boundary of the property currently developed with storage buildings. The structure would be single-sided with a southeast facing LED[1] display that would be visible to vehicles traveling northbound on US 101. The column for the proposed billboard structure would incorporate similar on-premise signage advertising the Public Storage business, effectively replacing the existing on-premise signage.

The proposed LED digital billboard display would cycle through a rotation of static images, changing once every eight seconds, and would be used primarily for commercial advertisements. The sign would operate 24 hours per day, seven days per week. Other uses for the sign could include promoting community events, highlighting public awareness campaigns, and broadcasting emergency messages when necessary. The billboard would not show video or motion, nor would it emit noise or audio. The project does not propose to change the existing land use of the project property.

As described below in Section 3.2.1, *Discretionary Actions/Regulatory Framework*, the project requires approval of a Use Permit and a Billboard Relocation Agreement from the City of Santa Clara.

3.2 PROJECT COMPONENTS

3.2.1 <u>Required Approvals/Regulatory Framework</u>

The proposed LED digital billboard would be located on a site zoned ML – *Light Industrial*. Billboards are not expressly identified as a permitted use in the ML – *Light Industrial* zone. The project would, therefore, require approval of a Use Permit from the City of Santa Clara. The proposed billboard would be 60 feet in height which would exceed the City's maximum height limit of 35 feet for outdoor signs (Santa Clara City Code, Chapter 18.80.050). A text amendment is proposed to the Zoning Ordinance that would allow digital billboard signs to exceed the height limit in Section 18.80.050 with a Use Permit. The project includes a Use Permit that would allow the proposed billboard height of 60 feet. The project would also require approval of a Relocation Agreement between the City and project applicant (Outfront Media), as well as approval of a

[1] An LED (Light Emitting Diode) is a device that emits visible light when an electric current passes through it. LED devices can output a range of colors. LED lights are low-power, high-efficiency, and long-lasting when compared to traditional incandescent and fluorescent lighting.

Regional Map

Denise Duffy and Associates, Inc.
Planning and Environmental Consulting

Date	Figure
04 -27 -21	1

Path: P:\DDA Current Projects\2021-22 Outfront Billboard\CEQA\Project Description\Figures

Project Location

Denise Duffy and Associates, Inc.
Planning and Environmental Consulting

Date 04-28-21

Scale 1 in = 1,920 ft

Figure 2

Path: C:\GIS\GIS Templates\Jan2013\8x11 Landscape.mxd

ministerial Outdoor Advertising Permit by Caltrans and ministerial approvals from the City, including grading and building permits.

The City of Santa Clara has determined that billboards, by their very nature, however constructed, constitute visual clutter and blight to the appearance of the City. It is the intent of the City to gradually reduce the overall number of billboards by limiting the number of billboards in Santa Clara and prohibiting the construction of new billboards (Santa Clara City Code, Chapter 18.80, *Sign Regulations*). Section 18.80.221 of the City Code stipulates that the City may enter into agreements to allow for the relocation of existing outdoor advertising displays. The Billboard Relocation Agreement for the proposed project requires, ultimately, the removal of four existing billboard facings in exchange for the installation of the proposed single-sided LED digital billboard at a new location within the City. The City considers this "planned development" for purposes of Section 5412 of the Outdoor Advertising Act and its authorization of outdoor advertising display relocations. Existing on-premise signage would effectively be replaced by incorporating on-premise signage into the new sign structure as detailed below.

The California Department of Transportation (Caltrans) *Outdoor Advertising Act and Regulations 2014 Edition* (Outdoor Advertising Act) addresses illumination generated by advertising displays by stating that displays may not "interfere with the effectiveness of, or obscure any official traffic sign, device, or signal…nor shall any advertising display cause beams or rays of light to be directed at the traveled ways if the light is of an intensity or brilliance as to cause glare or to impair the vision of any driver, or to interfere with any driver's operation of a motor vehicle."[2] The Caltrans regulations do not include formal requirements regarding brightness or light intensity of advertising signs. The project therefore commits to a maximum ambient light[3] output level of 0.3 footcandles[4] at a distance of 250 feet from the billboard, as recommended by the Outdoor Advertising Association of America (OAAA) for a sign of the proposed size.[5] The light levels emitted from the billboard would be set to adjust based upon ambient light conditions at any given time (i.e., nighttime versus daytime). Caltrans regulations prohibit images on signs from changing more than once every four seconds.[6] The proposed billboard would rotate images once every eight seconds.

Illuminated signs could be considered a traffic safety hazard given the potential of light and glare to distract drivers. The project, therefore, must comply with the requirements of Chapter 18.80, *Sign Regulations* of the Santa Clara City Code, the Caltrans Outdoor Advertising Act, and Section 21466.5 of the California Vehicle Code (which defines State limits for the brightness of light sources unnecessary along roadways). These regulations set forth design standards for billboards with the primary purpose of minimizing impacts related to traffic safety.

[2] Standards for Advertising Displays in Business Areas, Business and Professions Code §5408(b).
[3] Ambient lighting is a general illumination that comes from all directions where there is no defined source.
[4] A footcandle is the measure of light intensity on a horizontal surface.
[5] The OAAA recommended standards follow the criteria established by the Illuminating Engineering Society of North America (IESNA) and is based upon the publication *American National Standard Practice for Roadway Lighting*.
[6] The Caltrans Outdoor Advertising Act allows messages to change every four seconds. Business and Professions Code §5408(b).

3.2.2 Proposed LED Digital Billboard at 630 Laurelwood Road

The new proposed digital outdoor display sign would be 60 feet tall with one LED digital screen that measures 14 feet tall by 48 feet wide (**Figure 3**). The display on the billboard would be mounted on a supporting column. The above-ground column supporting the billboard would be approximately 60 feet tall. The billboard frames would be equipped with upper and lower rear catwalks measuring approximately 2.5 feet wide and extending along the length of the back of the billboard. Access to the catwalks would be via ladder. The total advertising surface area would be 672 square feet (sf).

The foundation used for the proposed structure would be a drilled shaft with a poured concrete footing. The column foundation would be five feet (5) in diameter and would extend to a depth of 57 feet below the ground surface. The LED screen would be black when not operating, and the supporting column would be painted with high-gloss black industrial enamel.

The billboard would be equipped with sensors that modify the brightness of the sign in response to ambient lighting conditions. Adjustments to the sign brightness would occur gradually, to prevent a sudden change in perceptible brightness levels by pedestrians and motorists. The sign would dim slowly at dusk over a 45-minute fade rate, controlled by an atomic clock.

The billboard display would be changed remotely using a network operating center that manages content and performance of all displays.

The proposed billboard would be connected to existing power in the project area. The proposed LED digital billboard would be illuminated 24 hours per day, 365 days per year. The light levels emitted from the billboard would be set to adjust based upon ambient light conditions at any given time (i.e., nighttime versus daytime). The LED facing would be used for a total of 8,760 hours per year, which would require the use of approximately 26.4 megawatt-hours (MWh) (26,000 kilowatt-hour [kWh]) of electricity annually.

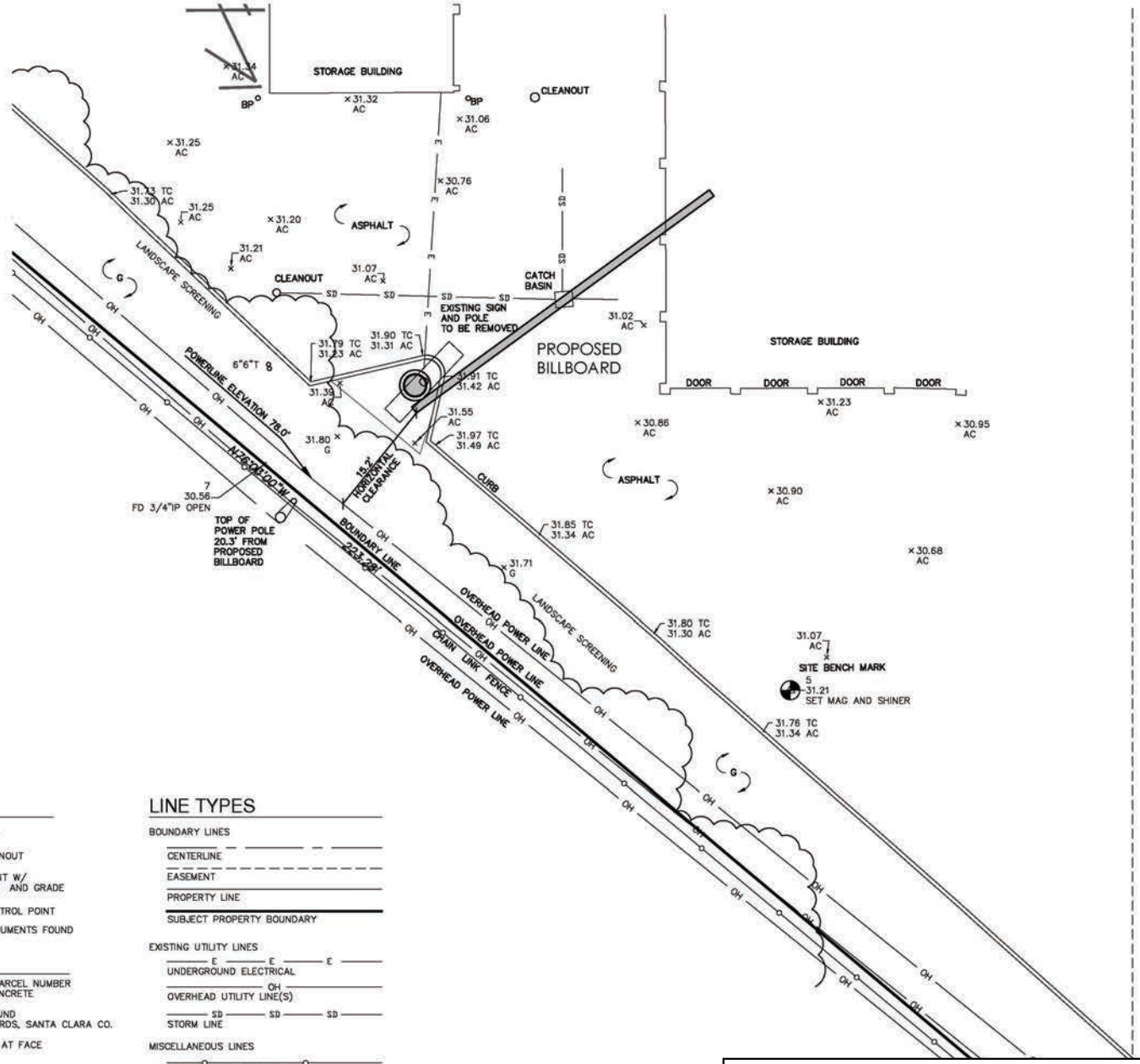
The proposed billboard construction would not impact trees onsite and maintenance pruning associated with the visual clearance on an annual basis would be anticipated to be less than the maximum allowable limits for pruning (i.e., pruning less than 25% of the live crown per year).

The on-premise Public Storage signage would be similar to currently existing signage, and would be co-located on the same structure as the proposed digital display, with the top of the on-premise signage reaching a height of approximately 35 feet, which would have two facings measuring eight feet tall by twelve feet wide (for a total surface area of 192 sf) (**Figure 4**).

Sign construction would take approximately five to seven days to complete and would require up to 45 cubic yards of soil-off haul. Ground water and drilling fluids would be removed by utilizing 10,000-gallon water trucks, and spoils would be hauled to the Ox Mountain Sanitary Landfill at 12310 San Mateo Road, Half Moon Bay, CA 94019.

SITE DETAIL: SCALE 1" = 10'

0 10 20 Feet



SYMBOLS

- BENCHMARK
- SEWER CLEANOUT
- ×100.00 AC / AC 100.00 • SURVEY POINT W/ DESCRIPTION AND GRADE
- SURVEY CONTROL POINT
- SURVEY MONUMENTS FOUND

LEGEND

APN	ASSESSOR'S PARCEL NUMBER
AC	ASPHALTIC CONCRETE
BP	BOLLARD
G	NATURAL GROUND
O.R.	OFFICIAL RECORDS, SANTA CLARA CO.
T	TREE
TC	TOP OF CURB AT FACE

LINE TYPES

BOUNDARY LINES

- CENTERLINE
- EASEMENT
- PROPERTY LINE
- SUBJECT PROPERTY BOUNDARY

EXISTING UTILITY LINES

- UNDERGROUND ELECTRICAL
- OVERHEAD UTILITY LINE(S)
- STORM LINE

MISCELLANEOUS LINES

- CHAIN LINE FENCE LINE
- CURB
- STRIPING
- BUILDING FOOTPRINT

Site Plan

Denise Duffy and Associates, Inc.

Planning and Environmental Consulting

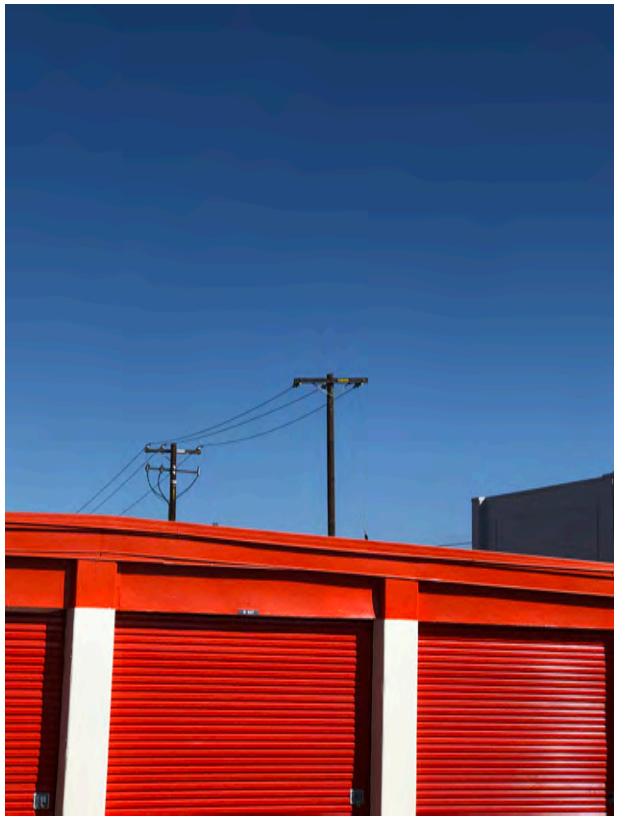
Date 05-12-21

Scale 1 in = 10 ft

Figure 3

Path: C:\GIS\GIS Templates\Jan2013\8x11 Landscape.mxd

Proposed project site looking north.



Proposed project site looking east.

Proposed project site looking south.

Title: Site Photos

Source: Denise Duffy & Associates, May 2021

Date	2021
Scale	N/A
Project	2021-22

Monterey | San Jose
Denise Duffy and Associates, Inc.
Environmental Consultants Resource Planners
947 Cass Street, Suite 5
Monterey, CA 93940
(831) 373-4341

Figure
4

3.2.3 Removal of Existing Billboards

In compliance with the Billboard Relocation Agreement, the project would remove one existing billboard facing within the City in addition to the three billboard facings previously removed ("banked") in connection with this project. In addition, in order to comply with California Business and Professions Code Section 5443(b)(2) and obtain the Outdoor Advertising permit from the California Department of Transportation, one of the following two panels along landscaped freeway sections would be removed or replaced: (1) Panel # 2071, associated with Caltrans Permit No. 28162, located along US 101 near Post-mile 1.48L in the City and County of San Francisco (APN 5449-027, 2629 San Bruno Avenue); or (2) Panel # 2310, associated with Caltrans Permit No. 28164, located along Highway 580 near Post-mile 39.97R in the County of Alameda (APN 030-1976-013, 4580 MacArthur Boulevard, Oakland). The project also involves the removal of existing on-premise signage, consisting of two Public Storage facings, located on the project site, as described above.

Hand tools and small crane rigs would be used to remove the billboard faces. The top of the billboards would first be disassembled and removed, and then any supporting equipment. Materials from the removed billboard facings would be reused by Outfront Media or delivered to a recycling facility and/or appropriate landfill.

It would take approximately one to two working days to remove each of the existing billboard faces and the on-premise signage for a total construction duration of approximately two to four working days.

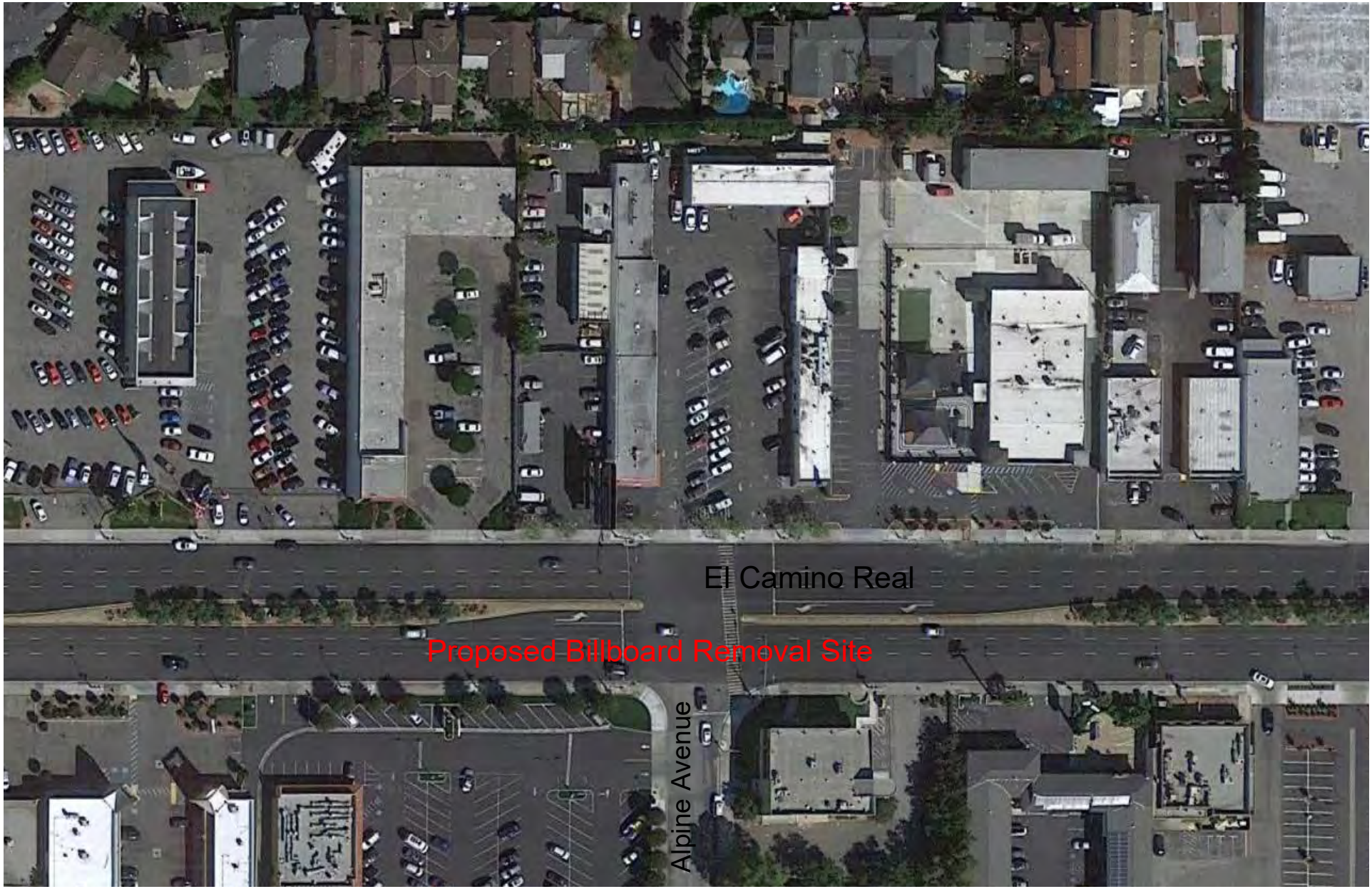
3.2.3.1 *2983 El Camino Real*

The billboard at 2983 El Camino Real (APN 220-32-056) is located on the north side of the roadway, near the intersection of Alpine Avenue and El Camino Real (**Figure 5a**). The billboard is on a property used for retail/commercial. The site is bound by commercial uses to the east and west, residential to the north, and a mix of uses to the south including commercial and residential. One sign face (oriented toward the east) of the existing two-sided billboard would be removed.

3.2.3.2 *2550 Lafayette Street*

The billboard at 2550 Lafayette Street (APN 224-60-003), recently removed in conjunction with the proposed project,[7] was located on the west side of the roadway, near the intersection of Lafayette Street and Martin Avenue. The billboard was on a property used for industrial/commercial. The site is bound by industrial/commercial uses to the east, west, north, and south. The sign structure had one single-faced billboard. This sign was removed consistent with the Billboard Banking Agreement between the City and the applicant dated May 11, 2017, as amended.

[7] This sign was removed in connection with a separate billboard banking agreement, which allowed the applicant to bank the sign faces at 4545 Stevens Creek Boulevard.



0 100 200 ft

N

2983 El Camino Real

Denise Duffy and Associates, Inc.
Planning and Environmental Consulting

Date 07-20-21

Scale 1 in = 100 ft

Figure 5a

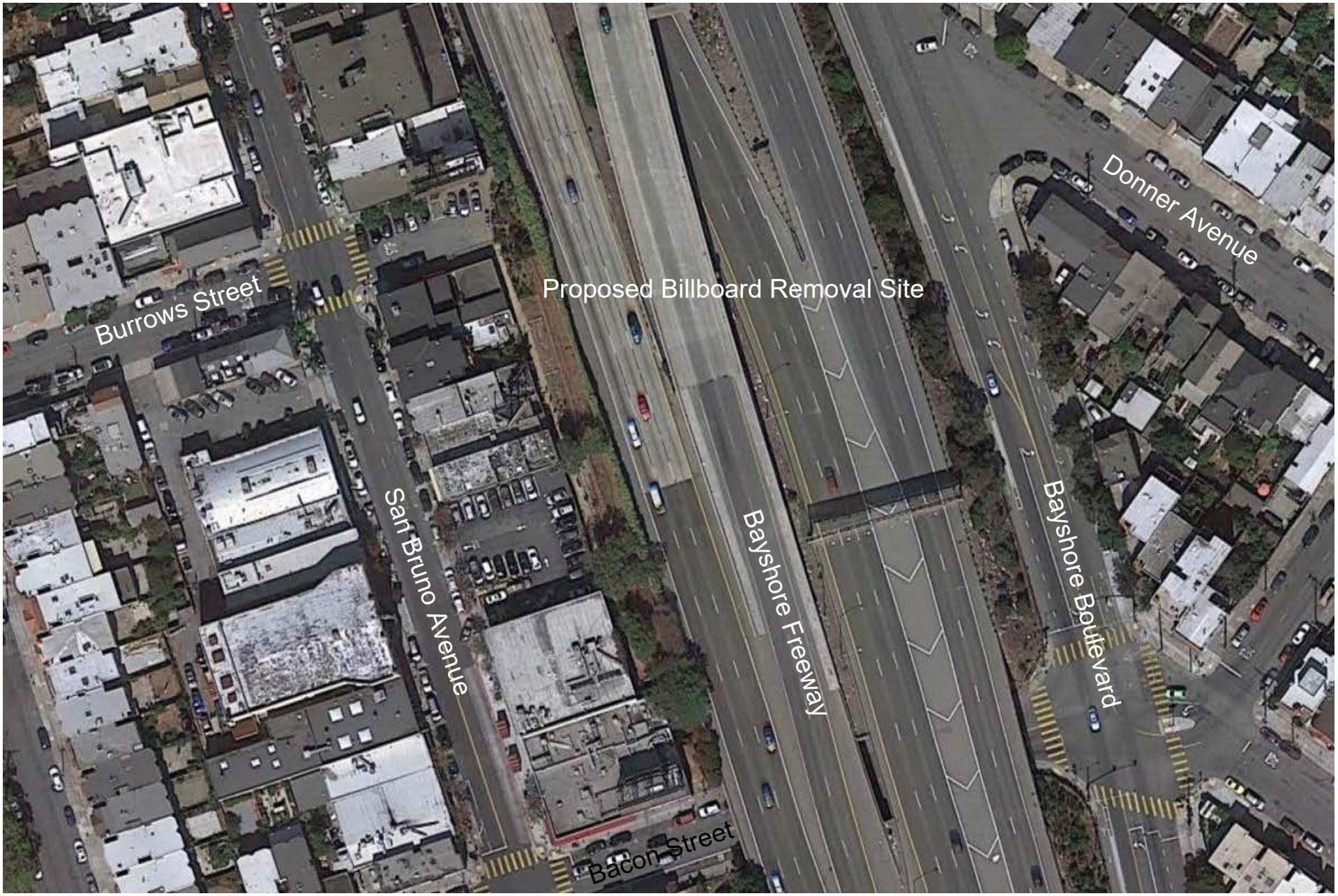
Path: C:\GIS\GIS Templates\Jan2013\8x11 Landscape.mxd

3.2.3.3 *4545 Stevens Creek Boulevard*

Two additional facings, located at 4545 Stevens Creek Boulevard, were previously removed by the applicant and banked toward the placement of the proposed billboard, consistent with the Billboard Banking Agreement between the City and the applicant dated May 11, 2017, as amended.

3.2.3.4 *2629 San Bruno Avenue, San Francisco or 4580 MacArthur Boulevard, Oakland*

The sign in San Francisco is situated on the roof of a commercial building in a mixed-use district next to U.S. 101 and consists of a single facing (**Figure 5b**). The sign in Oakland is located on a vacant parcel, on the north side of the roadway between 4560 and 4600 MacArthur Boulevard (**Figure 5c**). The parcel is situated between a church and a residence. The sign structure consists of one single facing visible to vehicles traveling northbound on MacArthur Boulevard. Either the San Francisco or Oakland sign would be removed by the applicant as a component of the proposed project.



0 100 200 ft

N

2629 San Bruno Avenue

Denise Duffy and Associates, Inc.
Planning and Environmental Consulting

Date	Figure
07-20-21	5b
Scale 1 in = 100 ft	

Path: C:\GIS\GIS Templates\Jan2013\8x11 Landscape.mxd

0 100 200 ft

N

4580 MacArthur Boulevard

Denise Duffy and Associates, Inc.
Planning and Environmental Consulting

Date	Figure
07-20-21	5c
Scale 1 in = 100 ft	

Path: C:\GIS\GIS Templates\Jan2013\8x11 Landscape.mxd

SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

This section describes the existing environmental conditions on and near the project area, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the proposed project is implemented.

The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of this section. Mitigation measures are identified for all significant project impacts. "Mitigation Measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guideline 15370). Measures that are proposed by the applicant that will further reduce or avoid already less than significant impacts are categorized as "Avoidance Measures."

4.1 AESTHETICS

4.1.1 Setting

4.1.1.1 *Proposed LED Digital Billboard Site*

The project consists of the construction and operation of a new single-sided billboard at 630 Laurelwood Road (APN 101-13-004), adjacent to the northbound lanes of US 101. Distant views of the Diablo Mountain range are visible to the east from US 101. Views of the north end of the runway of the Norma Y. Mineta San Jose International Airport are visible to the south from US 101. The project site and surrounding areas to the north, east, south, and west are flat and fully developed with buildings and paved lots used for industrial and office purposes. Vegetation in the vicinity of the project site consists of landscaped areas with shrubs, grass, and street trees. The new LED digital billboard would be located within an existing paved parking lot at the southern boundary of a property developed with storage buildings. The proposed billboard would be located immediately adjacent to the existing Public Storage sign, which would be removed, and two existing storage buildings and landscaping.

Laurelwood Road is located to the north of the project property. Laurelwood Road is a two-lane road with a sidewalk on the south side and no median. A chain linked fence with small shrubs and trees separates the project site from US 101 to the south. US 101 in the vicinity of the project site has a total of ten lanes (i.e., four lanes in each direction, an onramp on the northbound side, and an offramp on the southbound side). The highway has several billboard facings oriented to be visible from vehicles travelling in both directions.

The proposed billboard would be designed using LED digital technology. The new proposed digital outdoor display sign would be 60 feet tall with one LED screen that measures 14 feet tall by 48 feet wide. The display on the billboard would be mounted on a supporting column. The above-ground column supporting the billboard would be approximately 45 feet tall. The billboard frame would hold a single-sided LED digital billboard display that would cycle through a rotation of static images, changing once every eight seconds. The structure would be single-sided with a

southeast facing LED display that would be visible to vehicles traveling northbound on US 101. The column for the proposed billboard structure would also incorporate the on-premise Public Storage sign, which would have two facings measuring eight feet tall by twelve feet wide (for a total surface area of 192 sf). The total off-premise advertising surface area would be 672 sf. The billboard frame and elevation details are shown in **Figure 3**.

4.1.1.2 *Existing Billboards Proposed for Removal*

In compliance with the Billboard Relocation Agreement, the proposed project would include the removal of one existing billboard facing from a local street within the City (i.e., El Camino Real) in addition to the three billboard facings previously removed in connection with this project (one facing on Layfette Street and two facings on Stevens Creek Boulevard) within the City. In addition, in order to comply with California Business and Professions Code Section 5443(b)(2) and obtain the Outdoor Advertising permit from Caltrans, the proposed project would include the removal of one existing single-facing billboard within San Francisco or Oakland. These billboards are located in flat, built-out areas of the city developed with commercial/retail, industrial, and residential land uses. Vegetation in the vicinity of the billboards proposed for removal or recently removed consists of urban landscaped areas. The billboard locations are shown in **Figures 5a – 5c**.

The one sign face of the existing two-sided billboard on El Camino Real proposed for removal is visible to eastbound drivers on this road, which is a major east/west, six lane arterial roadway in the vicinity of the project site. The single-sided billboard recently removed on Lafayette Street was visible to northbound drivers on Lafayette Street, a local north/south, two lane roadway. The two-sided billboard recently removed on Stevens Creek Boulevard was visible to: east- and westbound drivers on Stevens Creek Boulevard, a six lane arterial roadway; southbound drivers on Woodhams Road, a local north/south, two lane roadway; and northbound drivers on Palace Drive, a local north/south, two lane roadway. The single-sided billboard that may be removed on San Bruno Avenue in San Francisco is visible to northbound drivers on US 101, a ten lane highway. The single-sided billboard that may be removed on MacArthur Boulevard is visible to westbound drivers on MacArthur Boulevard, a local two lane roadway, and visible to westbound drivers on Interstate 580, an eight lane interstate highway. As stated above, either the San Francisco or Oakland sign would be removed as a component of this project.

4.1.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
AESTHETICS. Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	1
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐	1
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐	1, 2, 3
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	1, 2, 3, 4

4.1.3 Aesthetic Impacts

4.1.3.1 *Scenic Vistas and Resources*

No designated scenic vistas are located within the City. **(No Impact)**

Due to the flat topography and surrounding development, views of the proposed billboard site are limited to the immediate area.

Views of hillsides from southbound US 101 are modified by development on both sides of US 101. The proposed billboard would be setback from the highway, adjacent to the buildings at 630 Laurelwood and would blend in with the existing developed character of the project area. It would modify local views of scenic hillsides from the highway; however, it would not substantially intrude on views from northbound or southbound US 101. It would not directly affect scenic resources, such as trees or outcrops along a scenic highway, or block views of visual resources. **(Less Than Significant Impact)**

4.1.3.2 *Visual Character*

Proposed Billboard Removals

The City of Santa Clara has determined that billboards, by their very nature, however constructed, constitute visual clutter and blight to the appearance of the City. The intention of the City is to limit and reduce the number of billboards in order to "improve the quality of urban life for its citizens." The Billboard Relocation Agreement for the proposed project requires the removal of

four existing billboard facings on local City streets, in exchange for the installation of the proposed single-sided billboard along US 101. The project would result in an overall reduction of billboard facings within the City, and the relocation of advertisements from local City streets to US 101 where advertisements would be largely directed at through-traffic rather than locals. The proposed billboard would conform to current standards and could be considered a higher quality structure than the existing, older billboards with typical advertising faces and outdated billboard technology. The project would result in a beneficial impact to the existing visual character of the City by removing four existing billboard facings in addition to one existing billboard facing to obtain the Outdoor Advertising permit from the California Department of Transportation, and constructing one new facing on US 101. **(Less Than Significant Impact)**

Proposed LED Digital Billboard

The project area along the US 101 corridor is developed with industrial and commercial buildings, on-site commercial signs, and aboveground infrastructure, including power lines and an illuminated sign on the neighboring southeast parcel. Installation of a 60-foot LED digital billboard would add an additional structure conveying commercial messages to a developed area visible from a heavily traveled highway. Although the billboard would be 25 feet higher than the City's maximum allowable sign height of 35 feet, a 60-foot billboard would blend in with the existing developed character in the project area, which consists of commercial and industrial buildings, as well as telecommunication towers, highway lamps, directional signage, and on-premise signage of similar heights, and a text amendment is proposed for the Zoning Ordinance that would allow for taller digital billboard signs with the issuance of a Use Permit (**Figure 4**). The project will conform to the requirements of Chapter 18.80, *Sign Regulations* of the Santa Clara City Code, the Caltrans Outdoor Advertising Act, and Section 21466.5 of the California Vehicle Code. While there are other digital signs east of the project area, the proposed billboard would be approximately 2,000 feet from the closest LED digital billboard on northbound US 101. The billboard would be generally compatible with the existing industrial and commercial character of the area. The proposed billboard would not, therefore, substantially degrade the existing visual character or quality of the project site or its surroundings nor would it conflict with applicable zoning or other regulations governing scenic quality. **(Less Than Significant Impact)**

4.1.3.3 *Night and Glare/Nighttime Lighting*

Caltrans stipulates in Section 5405(d)(1) of the Outdoor Advertising Act that "no message center display may include any illumination or message change that is in motion or appears to be in motion or that changes in intensity or exposes its message for less than four seconds." In compliance with Caltrans requirements and Santa Clara City Code Section 18.80.220(b)(2), the proposed billboard would not include moving images or sound. Static images on the billboard would change once every eight seconds.

Illuminated signs could be considered a traffic safety hazard given the potential of light and glare to distract drivers. The California Vehicle Code addresses illumination by stating that "no person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway." The Vehicle Code regulates illumination by placing limits on maximum light output. The Code generally considers a light source to be impairing when the light source exceeds 1,000 times the minimum measured

brightness in a driver's field of view, within 10 degrees of that field of view. The proposed LED digital billboard would not exceed this threshold. Light levels emitted from the billboard would adjust to respond to ambient conditions and thereby avoid excessive brightness.

The City Code states that no sign shall be permitted with illumination that is "brilliant, scintillating, or flashing, and is visible from any highway and so positioned to blind or dazzle the vision of travelers on such highways." Caltrans addresses illumination generated by advertising displays by stating that displays may not "interfere with the effectiveness of, or obscure any official traffic sign, device, or signal… nor shall any advertising display cause beams or rays of light to be directed at the traveled ways if the light is of an intensity or brilliance as to cause glare or to impair the vision of any driver, or to interfere with any driver's operation of a motor vehicle." While both the City and Caltrans stress the importance of limiting light and glare for the safety of drivers, neither agency defines formal requirements regarding brightness or light intensity of advertising signs. The most conservative brightness limit with which the proposed billboard would have to comply is 500-foot lamberts,[8] which is equivalent to 1713 nits. The project proposes to operate the sign's nighttime limit at about 300 nits (which equates to 0.3 footcandles at 250 feet),[9] meaning that the sign would always operate at one-sixth of the brightness level for Changeable Electronic Message signs (CEVMs), as set forth by state law. Additionally, as mentioned above, the light levels emitted from the billboard would be set to adjust based upon ambient light conditions at any given time (i.e., nighttime versus daytime).

The project would comply with the requirements of Chapter 18.80, *Sign Regulations* of the Santa Clara City Code, the Caltrans Outdoor Advertising Act, and Section 21466.5 of the California Vehicle Code. These regulations set forth design standards for billboards with the primary purpose of minimizing traffic safety hazards. With compliance to these regulations, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. **(Less Than Significant Impact)**

4.1.4 Conclusion

The project would be located in an urban area. The project would not have a substantial adverse effect on a scenic vista or damage scenic resources within the City. Although the billboard would be 25 feet higher than the City's maximum allowable sign height of 35 feet, a 60-foot billboard would blend in with the existing developed character in the project area, and a text amendment is proposed for the Zoning Ordinance that would allow for taller digital billboard signs with the issuance of a Use Permit. Installation of the proposed billboard would not substantially affect the visual character or quality of the area surrounding the project site. With conformance to the requirements of Chapter 18.80, *Sign Regulations* of the Santa Clara City Code, the Caltrans Outdoor Advertising Act, and Section 21466.5 of the California Vehicle Code, and a maximum light output level of 0.3 footcandles, the project would not create adverse levels of light or glare. Due to the flat topography of the project area and surrounding development, views of the project site would be limited and the project would not substantially affect views of the site from

[8] This calculation assumes a minimum measures brightness in the field of view of less than 10 foot-lamberts, and a view angle of zero degrees (i.e., directly in front of the driver).

[9] Setting a standard in foot candles is a more appropriate metric by which to judge impacts on sensitive receptors, as a foot candela measures light intensity experience at the receptor, whereas measurement in candela/square meters or nits reveals only the intensity of light at its source.

surrounding areas. In addition, for these reasons, the proposed project would not result in significant aesthetic impacts. **(Less Than Significant Impact)**

Removal of the five billboard facings in conjunction with the project (four facings in accordance with the Billboard Relocation Agreement and one facing in compliance with the California Business and Professions Code) would improve the overall visual character of the area. **(Less Than Significant Impact)**

4.2 AGRICULTURAL AND FOREST RESOURCES

4.2.1 Setting

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), established by the State Legislature in 1982, assesses the location, quality, and quantity of agricultural lands. In addition, the FMMP monitors the conversion of these lands over time. In each county, the land is analyzed for soil and irrigation quality and the highest quality land is designated as *Prime Farmland*.

The California Department of Conservation's *California Important Farmland Finder* and the *Santa Clara County Important Farmland 2018 Map* designate the project site and sites with billboards proposed for removal as *Urban and Built-Up Land*, which is defined as land occupied with a building density of one unit on 1.5 acres or approximately six structures per 10-acre parcel. Common examples of *Urban and Built-Up Land* are residential, industrial, commercial purposes, golf courses, landfills, airports, and other utility uses. No land adjacent to any of the sign sites is designated or used as farmland. The LED digital billboard and signs proposed for removal are not located on properties that meet the definition of forest land or timberland.[10] The sites are not designated by the California Natural Resources Agency as farmland of any type and they are not the subject of a Williamson Act contract. There is no forest land on or adjacent to the project site or the properties with signs proposed for removal.

[10] According to California Public Resources Code Section 12220(g), Forest Land is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. According to California Public Resources Code Section 4526, "Timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees.

4.2.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
AGRICULTURAL AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	1, 2, 5
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	1, 2, 5
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)?	☐	☐	☐	☒	1, 2, 5
d) Result in the loss of forest land or conversion of forest land to non-forest uses?	☐	☐	☐	☒	1, 2, 5
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?	☐	☐	☐	☒	1, 2, 5

4.2.3 Agricultural and Forestry Resources Impacts

As discussed above, the proposed LED digital billboard sign and signs proposed for removal are located on properties which are designated, developed, and zoned for urban uses. The sign properties are not designated, used, or zoned for agricultural, forest, or timberland purposes. The sign properties are not part of a Williamson Act contract. The proposed LED digital billboard and signs proposed for removal are surrounded by urban development and, therefore, the project would not result in the conversion of agricultural land to non-agricultural uses or forest land to non-forest uses. For these reasons, the project would not impact agricultural and forestry resources. **(No Impact)**

4.2.4 Conclusion

The project would not result in any significant impacts to agricultural or forest resources. **(No Impact)**

4.3 AIR QUALITY

4.3.1 Setting

4.3.1.1 *Climate and Topography*

The City of Santa Clara is located in the San Francisco Bay Area Air Basin (SFBAAB), in a portion of the Santa Clara Valley bounded by the San Francisco Bay to the north, Santa Cruz Mountains to the southwest, and the Diablo Range to the east. The surrounding terrain greatly influences winds in the valley. Prevailing winds follow the valley's northwest-southwest axis.

4.3.1.2 *Regional and Local Criteria Pollutants*

Major criteria pollutants, listed in "criteria" documents by the U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and suspended particulate matter (PM). These pollutants can have health effects such as respiratory impairment and heart/lung disease symptoms.

Violations of ambient air quality standards (AAQS) are based on air pollutant monitoring data and are judged for each air pollutant. SFBAAB attainment status for National and California AAQS can be found in **Table 4.3-1** below. The SFBAAB area is currently designated as a nonattainment area for the State and Federal ozone, State and Federal particulate matter 2.5 microns in diameter ($PM_{2.5}$), and State particulate matter 10 microns in diameter (PM_{10}). The SFBAAB is designated attainment or unclassified for all other pollutants.

Table 4.3-1
San Francisco Bay Area Air Basin Attainment Status – January 2017

Pollutant	State Standards[1]	National Standards
Ozone (O_3)	**Nonattainment**	**Nonattainment[2]**
Inhalable Particulates (PM_{10})	**Nonattainment**	Unclassified
Fine Particulates ($PM_{2.5}$)	**Nonattainment**	**Nonattainment[3]**
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment[6]
Lead	Attainment	Attainment

Notes:
1) The design value is a statistic based on the monitored concentrations that can be compared with the corresponding standard. The standard is violated if the design value exceeds the standard. Design values are computed on a site-by-site basis. Air District design value is the highest design value at any individual monitoring site.
2) U.S. EPA lowered the national 8hour ozone standard from 0.075 to 0.070 PPM (or 70 ppb) in October 2015.
3) U.S. EPA tightened the national 24-hour $PM_{2.5}$ standard from 65 to 35 $\mu g/m^3$ in 2006. On January 9, 2013, U.S. EPA issued a final rule to determine that the Air District attains the 24-hour $PM_{2.5}$ national standard. This U.S. EPA rule suspends key SIP requirements as long as monitoring data continues to show that the Air District attains the standard. Despite the U.S. EPA action, the Air District will continue to de designated as a non-attainment for the national 24-hour $PM_{2.5}$ standard until the Air District submits a redesignation request and a maintenance plan to U.S. EPA, and U.S. EPA approves the proposed redesignation.
Source: BAAQMD 2017 Clean Air Plan https://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en

It should be noted that on January 9, 2013, the U.S. EPA issued a final rule to determine that the Bay Area has attained the 24-hour $PM_{2.5}$ National AAQS (NAAQS). Nonetheless, the Bay Area must continue to be designated as nonattainment for the Federal $PM_{2.5}$ NAAQS until such time as the Bay Area Air Quality Management District (BAAQMD) submits a redesignation request and a maintenance plan to the U.S. EPA and the U.S. EPA approves the proposed redesignation.

4.3.1.3 *Local Community Risks/Toxic Air Contaminants and Fine Particulate Matter*

In addition to criteria air pollutants, there is another group of substances found in ambient air referred to as Toxic Air Contaminants (TACs). TACs tend to be localized and are found in relatively low concentrations; however, exposure to low concentrations of TACs over long periods can result in adverse chronic health effects. Diesel exhaust is a 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).

Fine Particulate Matter ($PM_{2.5}$) is a complex mixture of substances that includes elements such as carbon and metals; compounds such as nitrates, organics, and sulfates; and complex mixtures such as diesel exhaust and wood smoke. Long-term and short-term exposure to $PM_{2.5}$ can cause a wide range of health effects. Common stationary sources of TACs and $PM_{2.5}$ include gasoline stations, dry cleaners, and diesel backup generators. The other, more significant, common source is motor vehicles on roadways and freeways.

4.3.1.4 *Sensitive Receptors*

The BAAQMD defines sensitive receptors as facilities where population groups that are particularly sensitive to the effects of air pollutants (i.e., children, the elderly, and people with illnesses) are likely to be located. Examples include schools, hospitals, and residential areas. The nearest sensitive receptors to 630 Laurelwood Road consist of homes in a residential area approximately 2,000 feet northwest of the project site. The billboard proposed for removal at 2983 El Camino Real is located approximately 300 feet to the south of single-family homes. The nearest sensitive receptors from the San Francisco billboard removal site are mixed-use and residences located approximately 20 feet to the north. The nearest sensitive receptors from the Oakland billboard removal site are residential homes located approximately 20 feet to the east.

4.3.1.5 *Applicable Plans, Policies, and Regulations*

Federal, State, and Regional

Federal, State, and regional agencies regulate air quality in the SFBAAB, within which the proposed project is located. The Federal Clean Air Act and the California Clean Air Act mandate the control and reduction of certain air pollutants. Under these Acts, the U.S. EPA and CARB have established ambient air quality standards for specific "criteria" pollutants. These pollutants are carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen oxides (NO_X), particulate matter less than 10 microns in diameter (PM_{10}), lead, and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$).

The BAAQMD has permit authority over stationary sources, acts as the primary reviewing agency for environmental documents, and develops regulations that must be consistent with, or more stringent than, Federal and State air quality laws and regulations.

Regional Air Quality Management Districts such as the BAAQMD must prepare air quality plans specifying how State air quality standards would be met. The BAAQMD's most recently adopted plan is the *Bay Area 2017 Clean Air Plan* (2017 CAP).

4.3.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
AIR QUALITY. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	1, 2, 6, 7
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?	☐	☐	☒	☐	1, 2, 6
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	1, 2, 6
d) Result in substantial emissions (such as odors or rust) adversely affecting a substantial number of people?	☐	☐	☐	☒	1, 2, 6

4.3.3 Air Quality Impacts

4.3.3.1 *Thresholds of Significance*

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of San José, and other jurisdictions in the SFBAAB, often utilizes the thresholds and methodology for assessing air emissions and/or health effects adopted by the BAAQMD based upon the scientific and other factual data prepared by the BAAQMD in developing those thresholds.

The determination of whether a project may have a significant effect on the environment is subject to the discretion of each lead agency, based upon substantial evidence. The City has carefully considered the thresholds prepared by the BAAQMD in June 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin. Evidence supporting these thresholds has been presented in the following documents:

- BAAQMD. *CEQA Air Quality Guidelines*. Updated May 2017.
- BAAQMD. *Revised Draft Options and Justification Report California Environmental Quality Act Thresholds of Significance*. October 2009.
- California Air Pollution Control Officers Association. *Health Risk Assessments for Proposed Land Use Projects*. July 2009.
- California Environmental Protection Agency, California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. 2005.

The analysis in this Initial Study is based upon the general methodologies in the most recent BAAQMD *CEQA Air Quality Guidelines* (dated May 2017) and numeric thresholds identified for the SFBAAB in the May 2017 BAAQMD *CEQA Air Quality Guidelines*, as shown in **Table 4.3-2**.

Table 4.3-2
Project-Level Significance Thresholds

Pollutant	Construction	Operation-Related	
	Average Daily Emissions (pounds/day)	**Average Daily Emissions** (pounds/day)	**Maximum Annual Emissions** (tons/year)
ROG, NO_X	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
Fugitive Dust (PM_{10}/$PM_{2.5}$)	Best Management Practices	None	None
Risk and Hazards for New Sources and Receptors (Project)	Same as Operational Threshold	• Increased cancer risk of >10.0 in one million • Increased non-cancer risk of >1.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.3 μ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	
Risk and Hazards for New Sources and Receptors (Cumulative)	Same as Operational Threshold	• Increased cancer risk of >100 in one million • Increased non-cancer risk of >10.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.8 μ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	
Note: μ/m^3 = micrograms per cubic meter.			

The BAAQMD *CEQA Air Quality Guidelines* (Air Quality Guidelines) recommend that projects be evaluated for community risk when they are located within 1,000 feet of freeways, high traffic volume roadways (10,000 average annual daily trips or more), and/or stationary permitted sources of toxic air contaminants (TACs). The project site is adjacent to US 101, an eight-lane freeway in the vicinity of the project site.

4.3.3.2 *Operational Air Quality Impacts*

Consistency with the Clean Air Plan

The 2017 CAP is the currently applicable Clean Air Plan for the SFBAAB. The 2017 CAP addresses air quality impacts with respect to obtaining ambient air quality standards, reducing exposure of sensitive receptors to TACs, and reducing greenhouse gas emissions (GHGs). Since the proposed project does not involve population or employment growth, determining consistency with the 2017 CAP involves assessing whether applicable control measures contained in the 2017 CAP are implemented. The control measures are organized into nine categories: Stationary Sources, Transportation, Energy, Buildings, Agriculture, Natural and Working Lands, Waste Management, Water, and Super-GHG Pollutants. The control measures are geared towards traditional land uses (e.g., residential, commercial, industrial uses) and buildings. The 2017 CAP control measures are not applicable to signs. The proposed project would not, therefore, obstruct implementation of the 2017 CAP. **(No Impact)**

Regional and Local Air Quality Impacts

Most of a typical project's operational air pollutant emissions are generated from vehicles traveling to and from a site. The operation of the proposed sign would include vehicle trips with minimal and irregular maintenance activities, occurring only as needed (less than once per month and likely only one vehicle).

The BAAQMD has also developed screening criteria whereby an agency can quickly determine whether a given development project has the potential to exceed adopted pollution thresholds. If all of the screening criteria are met by a proposed project, then the lead agency or applicant would not need to perform a detailed air quality assessment of their project's air pollutant emissions. Although the screening criteria do not include a category for billboards, a comparison to the land uses in that screening table can be used to inform the operational analysis. For instance, the BAAQMD has determined that, to violate operational emissions criteria, a use more intense than a 451-unit apartment building would have to be constructed. At the operational phase, the proposed project consists of a new digital billboard which, as identified above, would require minimal and irregular maintenance activities that would occur only as needed (less than once per month and likely only one vehicle). Operation of the of billboard would entail significantly less activity than operation of a 451-unit apartment building.

The direct air pollutant emissions associated with vehicle trips from operation of the proposed sign would result in air pollution emissions below the criteria air pollutant significance thresholds for an individual project identified by the BAAQMD. **(Less Than Significant Impact)**

4.3.3.3 *Construction-Related Quality Impacts*

Installation of the LED digital billboard would require minor excavation for construction of the billboard foundation which would take approximately five to seven days. Removal of the two existing billboard facings would require minimal construction and would take approximately two to four days.

Construction-related pollution is not anticipated to be significant. For example, the BAAQMD has determined that in formulating screening criteria that construction projects of 240 apartment units or less do not require in-depth air quality review, and the minimal sign construction and removal activities associated with the project, lasting a maximum of two weeks, are much less intense than a 240-unit apartment project. Furthermore, with respect to the site of the proposed new digital display, the nearest sensitive receptors are located 2,000 feet away, which is outside the BAAQMD's 1,000-foot zone of influence.

Wind blowing over exposed earth during foundation construction and removal of existing billboard structures would emit dust and exhaust that would temporarily affect local and regional air quality. Construction activities are also a source of organic gas emissions. Although the project requires only minimum construction activities and construction is unlikely to result in exceedance of $PM_{2.5}$ and PM_{10} exhaust and fugitive dust thresholds, it is conservatively determined that construction dust could temporarily affect local air quality in the project area which is less than half a mile from sensitive receptors.

Impact AIR-1 Foundation construction and billboard removal activities could expose sensitive receptors to short-term air quality impacts associated with dust and exhaust generation. **(Significant Impact)**

<u>Mitigation Measure:</u> The following mitigation measure shall be implemented by the project to minimize dust during construction:

MM AIR-1.1 The BAAQMD has prepared a list of feasible construction dust control measures that can reduce construction impacts to a level that is less than significant. The following construction practices applicable to the project shall be implemented during construction of the proposed project:

- 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 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible after grading to minimize dirt and soil exposure. 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 Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Health risks from TACs are a function of both concentration and duration of exposure. Typically, if heavy equipment use is less than six months, then the associated health risk is considered less than significant. Removal of two billboard facings and construction of one digital LED billboard would take no more than two weeks all together, and would not entail construction diesel engines operating for any significant amount of time. For example, hand tools and small crane rigs would be used to remove the billboard faces. Meanwhile, the majority of the construction work at the proposed sign location is located about 2,000 feet from the closest receptor, which is well outside the BAAQMD's zone of influence for health risk impacts. With implementation of the identified mitigation measure above, construction activities associated with the project would be minimal and would not result in the exposure for sensitive receptors to significant amounts of TACs during construction. **(Less Than Significant Impact with Mitigation)**

4.3.3.4 *Odors*

The project would not be a source of odor. **(No Impact)**

4.3.4 Conclusion

The project would reduce the number of billboards in the City and would, therefore, also reduce the number of vehicle trips required to upkeep and maintenance the billboards in the City. The project would not violate an air quality plan, violate any air quality standards, or result in a cumulatively considerable net increase of any criteria pollutant. **(Less Than Significant Impact)**

Implementation of the above-described mitigation measure would further reduce short-term construction-related air quality impacts. The project would not expose sensitive receptors to substantial pollutant concentrations. **(Less Than Significant Impact with Mitigation)**

4.4 BIOLOGICAL RESOURCES

4.4.1 Setting

The proposed billboard site on Laurelwood Road and the billboard removal sites are located in developed urban habitat in the City of Santa Clara. There are no waterways, wetlands, or other sensitive habitats located adjacent to 630 Laurelwood Road or to any of the billboard removal sites. The nearest waterways are the Guadalupe River located approximately 0.5 mile east of the project site and San Tomas Aquino Creek located approximately 1.25 miles west of the site. The proposed billboard site and billboard removal sites are surrounded by industrial, commercial, or residential development, which is mostly covered with pavement and buildings.

Vegetation in the vicinity of the proposed billboard site and the billboard removal sites consists of urban landscaping, including turfgrass, shrubs, and trees along building frontages. Habitats in developed areas of Santa Clara, such as the project site, are extremely low in species diversity and include predominantly adapted birds and animals such as house sparrow, mourning dove, fox squirrel, and domestic cats.

Rare, threatened, and endangered sensitive plants, animals and natural communities are not expected or likely to occur on the proposed billboard site or on any of the billboard removal sites. This conclusion is based upon the fact that the sites do not contain suitable habitat (e.g., salt marsh, wetland, riparian or serpentine soils) for any of these species.

4.4.1.1 *Conservation Plans*

The project site is not located within an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP) or other approved local, regional, or State habitat conservation plan.

4.4.1.2 *Trees on the Project Site*

There are several landscape trees adjacent the southern edge of project site along US 101. There are no Heritage Trees on or adjacent to the project area.[11] No trees are proposed for removal as part of the proposed project.

[11] City of Santa Clara. *City of Santa Clara 2010-2035 General Plan*. Appendix 8.10 Heritage Tree Inventory.

4.4.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
BIOLOGICAL RESOURCES. Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	1, 2
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	1, 2
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal filling, hydrological interruption, or other means?	☐	☐	☐	☒	1, 2
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐	1, 2
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	1, 2, 8
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	1, 2

4.4.3 Biological Resources Impacts

4.4.3.1 *Special-Status Species and Sensitive Habitats*

Natural or sensitive habitats are not present at either the proposed billboard location or the two billboard removal sites. All sites are in urban locations, and the site of the proposed new sign consists of a parking lot with a dirt/gravel apron. As a result, no impacts to natural plant communities, sensitive habitats, or habitats used by special status species would occur as a result of the proposed project. **(No Impact)**

4.4.3.2 *Trees*

Tree removal would not be required to install the proposed billboard at 630 Laurelwood Road. Mature landscaping trees are present and directly adjacent to the proposed project site, between the proposed billboard location and US 101. The proposed project construction would not impact existing trees and would retain all trees on site.

Mature landscaping trees are present and directly adjacent to the billboard proposed for removal at 2629 San Bruno Avenue or 4580 MacArthur Boulevard and at 2983 El Camino Real. Billboard removal would not impact existing trees and would retain all trees on site.

Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, including trees. **(No Impact)**

4.4.3.3 *Potential Impacts to Nesting Birds*

The mature landscaping trees near the project site at 630 Laurelwood and billboards proposed for removal at 2983 El Camino Real and 2629 San Bruno Avenue or 4580 MacArthur Boulevard provide potential nesting habitat for tree-nesting migratory birds that utilize urban settings. Migratory birds are protected under the Migratory Bird Treaty Act and the California Fish and Game Code Sections 3503, 3503.5, and 2800. Migratory birds utilize mature trees for nesting and foraging habitat. Although in a highly urban setting, the proposed project may result in loss of fertile eggs or nestlings, or lead to nest abandonment. The California Department of Fish and Wildlife (CDFW) defines "taking" as causing abandonment and/or loss of reproductive efforts through disturbance.

Impact BIO-1: Although unlikely at this location, construction or demolition activities associated with the proposed project at 630 Laurelwood, 2983 El Camino Real, 2629 San Bruno Avenue, or 4580 MacArthur Boulevard could result in the loss of fertile eggs of nesting migratory birds, or nest abandonment. **(Significant Impact)**

Mitigation Measures: The following mitigation measures shall be implemented by the project to avoid abandonment of protected migratory bird nests:

MM BIO-1.1: Construction and demolition activities shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1 through August 31.

MM BIO-1.2: If it is not possible to schedule demolition between September and January, pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of construction activities during the early part of the breeding season (February 1 through April 30) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1 through August 31). During this survey, the

ornithologist will inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with CDFW, will determine the extent of a construction-free buffer zone to be established around the nest to ensure that migratory bird nests will not be disturbed during project construction.

With implementation of the identified measures above, the project would result in a less than significant impact on migratory birds. **(Less Than Significant Impact with Mitigation)**

4.4.4 Conclusion

The proposed project site and billboard facings removal sites are located in developed urban habitats. With implementation of the identified mitigation measures, the project would result in a less than significant impact on biological resources. **(Less Than Significant Impact with Mitigation)**

4.5 CULTURAL RESOURCES

4.5.1 Setting

4.5.1.1 *Buried Archaeological Resources*

Archaeological deposits are typically found near creeks and other waterways. Archaeological resources found in Santa Clara also include the Santa Clara Mission, Native American burial grounds, and the Berryessa Adobe area.

There are no water sources located adjacent to the 630 Laurelwood Road project site. The nearest waterways are the Guadalupe River located approximately 0.5 mile east of the project site and San Tomas Aquino Creek located approximately 1.25 miles west of the site. None of the billboard removal sites are located within 500 feet of a creek or waterway.

4.5.1.2 *Architecturally or Historically Significant Structures*

There are no designated architecturally or historically significant resources located on or adjacent to the proposed billboard site or the two billboard facings removal sites.[12]

[12] City of Santa Clara. *City of Santa Clara 2010-2035 General Plan*. Appendix 8.9 Historic Preservation and Resource Inventory.

4.5.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to 15064.5?	☐	☐	☐	☒	1, 2
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☒	☐	☐	1, 2
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐	1, 2

4.5.3 Cultural Resources Impacts

4.5.3.1 *Proposed Billboard Removals*

The two existing billboard facings proposed for removal would have their facings removed from the above-grade portion of the billboard structures. In the event that historic or prehistoric cultural resources are present in the ground beneath the existing billboards, the below-surface archaeological resources would not be disturbed as part of the project. **(No Impact)**

4.5.3.2 *Proposed LED Digital Billboard*

Construction of the billboard structure at 630 Laurelwood Road would require boring a hole for the foundation of the billboard. The foundation would have a diameter of approximately five (5) feet and would extend to a depth of approximately 57 feet below the ground surface. The site is currently paved and has been developed for industrial uses.

Per information in the City's General Plan, the Laurelwood Road site is not located in an area of the City with known archaeological resources or within 500 feet of a creek or waterway. Based on the absence of recorded buried cultural resources in the surrounding area, the historically disturbed nature of the proposed billboard site, and the limited area of excavation, the likelihood to encounter archaeological resources during construction of the billboard foundation is minimal.

Impact CUL-1: Although unlikely, cultural resources could be uncovered during construction of the foundation for the proposed project. **(Significant Impact)**

Mitigation Measure: The following mitigation measure shall be implemented by the project to reduce impacts to cultural resources to less than a significant level:

MM CUL-1.1: If historic/prehistoric artifacts or human remains are discovered during ground disturbing activities, the following measures will be implemented:

- In compliance with State law (Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event that historical artifacts are found, all work within 50 feet of the find will stop and a qualified professional archaeologist will examine the find. If the find is determined to be significant, treatment recommendations will be developed and implemented before earthmoving or construction activities can recommence within the designated resource area.
- In compliance with State law (Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event that human remains are encountered during grading and construction, all work within 50 feet of the find will stop and the Santa Clara County Coroner's office will be notified. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission to identify the "Most Likely Descendant" (MLD). The City, in consultation with the MLD, will then develop and implement a plan for treatment, study and reinterment of the remains. **(Less Than Significant Impact with Mitigation)**

4.5.4 Conclusion

There are no known historic or archaeological resources in the vicinity of the project sites that would be affected by the project. With implementation of the mitigation measure described above, the proposed project would not result in significant impacts to cultural resources. **(Less Than Significant Impact with Mitigation)**

4.6 ENERGY

4.6.1 Setting

The proposed billboard site on Laurelwood Road and the billboard removal sites are located in developed areas in the City of Santa Clara and San Francisco or Oakland. Power is provided through Silicon Valley Power (SVP), a municipal electric utility department of the City. The Santa Clara 2010-2035 General Plan includes policies that address sustainability goals related to efficient use of energy and alternative power. Electricity is provided from various sources, including natural gas, wind and hydroelectric generation resources in California and other western states. SVP electricity supplies have been coal-free since 2018. In 2018, more than 44% percent of the electricity provided by SVP was from carbon-free renewable resources.[13]

Digital billboards are comprised of LEDs, power supplies, cooling systems, lighting controls, and a computer. LEDs represent the largest portion of the billboard's energy consumption, particularly during peak demand times when ambient lighting from sunlight is the brightest.[14] The annual

[13] Silicon Valley Power. *Strategic Plan 2018.* 2018 https://www.siliconvalleypower.com/home/showpublisheddocument/62267/636795933245570000.
[14] Energy Solutions. *Digital Billboard Energy Use in California*. 2014. https://www.etcc-ca.com/sites/default/files/reports/et14sdg8011_digitalbillboardreport_2014-7.pdf.

electricity use is projected to be 26,400 kilowatt-hour (kWh), or a daily average of approximately 72 kWh.

The maximum ambient light output level of 0.3-foot candles at 250 feet, as recommended by the OAAA, would operate at one-sixth of the maximum brightness level for LED billboards, as set forth by California state law, and would result in additional efficient energy consumption. LED digital billboards (programmable electronic signs) are subject to energy efficiency requirements under Title 24 of the California Code of Regulations and the proposed project would meet the energy efficiency requirements.

4.6.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
ENERGY. Would the project:					
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐	1
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐	1, 2

4.6.3 Energy Impacts

4.6.3.1 *Proposed Billboard Removals*

Removal of the two existing billboard facings would not generate a significant demand for energy. Energy usage for removal stems from materials, waste, and transportation. The removal of two billboard facings would generate some waste materials that would be reused by the project applicant or delivered to a recycling facility and/or disposed of at landfills that accept demolition waste from contractors in compliance with Federal, State, and local regulations. **(Less Than Significant Impact)**

4.6.3.2 *Proposed LED Digital Billboard*

During construction, the proposed project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. No natural gas would be utilized as part of construction. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during demolition, grading, paving, and building construction activities. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, frontend loaders, forklifts, and cranes. Other equipment could include electrically driven equipment such as pumps and other tools.

Based on the applicant's experience in the construction of similar projects, construction-related worker vehicle trips would consume no more than 201 gallons of diesel and gasoline, combined, and construction-related equipment would consume no more than 1,342 gallons of diesel and gasoline, combined, during project construction.

Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations Title 13, Sections 2449(d)(3) and 2485 limit idling from both on-road and off-road diesel-powered equipment and are enforced by the CARB. In addition, given the cost of fuel, contractors, and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Because of the temporary nature of construction and the financial incentives for developers and contractors to implement energy-efficient practices, project construction activities would not result in wasteful, inefficient, and unnecessary consumption of energy. Therefore, the construction-related impact related to fuel and electricity consumption would be less than significant.

The proposed billboard would connect to existing electrical lines that serve existing development at the site. The project would be subject to all applicable Federal, State, and local building regulations sources. Title 24 of the California Code of Regulations limits energy use for exterior signage in California. Energy efficiency requirements in the California Energy Code (Title 24) as well as dimming requirements for programmable (LED) billboards in the Outdoor Advertising Act would limit the energy demand for the display face and new off-site electrical infrastructure is not needed to serve the project site. Moreover, the electronic billboard would not consume natural gas and would rely upon renewable energy sources consistent with California law. For instance, consistent with SB 100 (2018), Silicon Valley Power, the City's electric utility, has committed to only procuring new energy sources that are 50% renewable by 2026, 60% renewable by 2030, and greenhouse gas free by 2045. The proposed project would receive electricity from SVP, which is achieving the State requirements for greenhouse gas reductions.

The installation of a billboard at 630 Laurelwood Road would not exceed the capacity of existing power utility systems or require the construction of new facilities, the result of which could have adverse environmental effects. **(Less Than Significant Impact)**

4.6.4 Conclusion

The project would not encourage activities that use large amounts of energy or use energy resources in a wasteful manner, and would be constructed pursuant to current electrical codes subject to review by the City of Santa Clara. **(Less Than Significant Impact)**

4.7 GEOLOGY AND SOILS

4.7.1 Setting

4.7.1.1 *Geology and Soils*

The project area is located in the Santa Clara Valley, a relatively flat alluvial basin, bounded by the Santa Cruz Mountains to the southwest and west, the Diablo Mountain Range to the east, and the San Francisco Bay to the north. The soil is made up of bedrock overlaid with marine and terrestrial sedimentary rocks of Tertiary and Quaternary age materials.

There are no unique geologic features on or adjacent to the project site. Due to the flat topography of the project sites, the potential for erosion or landslide on or adjacent to any of the sites is low.

4.7.1.2 *Seismicity*

The project area is located within the seismically active San Francisco Bay Area. The significant earthquakes that occur in the Bay Area are generally associated with crustal movement along one of the three well-defined, active fault zones. The three major faults in the region are the San Andreas Fault, the Calaveras Fault, and the Hayward Fault which are located approximately 11 miles west, 10 miles east, and six miles north of the of the project area, respectively. The project sites are not located within a fault rupture zone.[15] [16] Faults in the region are, however, capable of generating earthquakes of magnitude 7.0 or higher and strong to very strong ground shaking would be expected to occur at the project site during a major earthquake on one of the nearby faults. The site is not located within an Alquist-Priolo Earthquake Fault Zone.[17]

To evaluate ground shaking conditions for the proposed structure, soil characteristics were determined using US Geological Survey soil classifications. The soils on the Laurelwood Road property are Site Soil Classification D – "Stiff Soils."

4.7.1.3 *Regulatory Setting*

Local and State Design Regulations

Section 18.80.090 of the City's Sign Code requires that signs and sign structures be designed and constructed to resist wind and seismic forces as specified in the latest edition of the Uniform Building Code as adopted by the City. All bracing systems shall be designed and constructed to transfer lateral forces to the foundations.

[15] Santa Clara County, *Santa Clara County Geologic Hazard Zones: Fault Rupture Hazard Zones, Map 11*. https://www.sccgov.org/sites/dpd/DocsForms/Documents/GEO_GeohazardATLAS.pdf. Accessed May 4, 2021
[16] California Department of Conservation, *California Earthquake Hazards Zone Application ("EQ Zapp")*. https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed May 4, 2021.
[17] Terracon, *Geotechnical Engineering Report for Terracon Project No. ND205064* (Sept. 23, 2020).

4.7.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
GEOLOGY AND SOILS. Would the project:					
a) Directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒	1, 2, 9
ii) Strong seismic ground shaking?	☐	☐	☒	☐	1, 2, 9
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	1, 2, 9
iv) Landslides?	☐	☐	☐	☒	1, 2, 9
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	1, 2, 9
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?	☐	☐	☒	☐	1, 2, 9
d) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐	1, 2, 9
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?	☐	☐	☐	☒	1
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	1, 2

4.7.3 Geological Impacts

4.7.3.1 *Proposed Billboard Removals*

The two existing billboard facings proposed for removal would have their facings removed from the structure and have their poles cut at the ground. Only the above-ground portion of the billboard

structures would be removed, with below surface foundations remaining. Billboard facings removal would not result in new geology, soils, or seismicity hazards. **(No Impact)**

4.7.3.2 *Proposed LED Digital Billboard*

The project site is not located in an Alquist-Priolo Earthquake Fault Zone. According to the City's General Plan, the risk of surface fault rupture is considered low.[18] Because the project site is located within a seismically active region, strong shaking would be expected during the lifetime of the proposed project, which could damage future improvements to the site and expose people to injury. To ensure the billboard is constructed safely and to avoid or minimize potential damage from seismic shaking, construction and design would be undertaken using standard engineering and seismic safety design techniques in accordance with the 2019 California Building Code (CBC). Therefore, the impact related to potential rupture of a known earthquake fault and seismic ground shaking would be less than significant. (**Less Than Significant Impact)**

The City is located almost entirely within a liquefaction zone.[19] The project site is located in an area designated by the United States Geological Survey as having moderate susceptibility to liquefaction.[20] A liquefaction hazard evaluation was prepared by Terracon to determine the potential for liquefaction induced settlement. The cohesive soils at the site behave more "clay-like" and have a low potential for cyclic softening/liquefaction. Due to the cohesive nature and thickness of non-liquefiable soils across the surface of the site, the probability for liquefaction to manifest at the surface is low. The site is an urban environment with substantial development having occurred on the site itself and adjacent parcels. Additionally, the project would not construct structures intended for human occupancy. With adherence to the 2019 CBC, impacts related to seismic-related ground failure, including liquefaction, would be less than significant. (**Less Than Significant Impact**)

The project site and surrounding areas are flat, basin areas and there are no waterways in the vicinity of the project area. The project would not, therefore, be exposed to landslide related hazards and erosion hazards are relatively low. (**Less Than Significant Impact**)

Construction of the proposed project would not result in substantial soil erosion or loss of topsoil. The project's earth disturbing activities consist of drilling a hole (5 feet in diameter and approximately 57 feet deep) for the foundation of the proposed billboard. (**Less Than Significant Impact**)

Soils on the project site are characterized as medium stiff to stiff fat clay. While there is a potential for clay soils to be expansive, with adherence to the 2019 CBC, which includes standards to address expansive soils conditions, impacts associated with expansive soils would be less than significant. (**Less Than Significant Impact**)

[18] City of Santa Clara, *City of Santa Clara General Plan 2010-2035.* 2010.
[19] City of Santa Clara, *City of Santa Clara General Plan 2010-2035.* 2010.
[20] Terracon, *Geotechnical Engineering Report for Terracon Project No. ND205064* (Sept. 23, 2020).

With respect to the potential for lateral spreading, the site and surrounding area is relatively level. Given the relative flatness of the local topography and distance to any open faces, the potential for lateral spreading to affect the project site is low.[21] (**Less Than Significant Impact**)

The proposed billboard has been designed and will be constructed in accordance with standard engineering safety techniques and in conformance with the 2019 CBC, which contains the regulations that govern the construction of structures in California. Adherence to the 2019 CBC will ensure the proposed billboard structure will avoid hazards related to soil conditions on the site and will resist minor earthquakes without damage, and major earthquakes without collapse. **(Less Than Significant Impact)**

Per information in the City's General Plan, the Laurelwood Road site is not located in an area of the City with known archaeological resources or within 500 feet of a creek or waterway. Based on the historically disturbed nature of the proposed billboard site, and the limited area of excavation, the likelihood to encounter paleontological resources during construction of the billboard foundation is minimal. (**Less Than Significant Impact**)

4.7.4 Conclusion

Construction of the proposed billboard in conformance with the 2019 CBC will minimize and avoid significant impacts associated with geologic or seismic conditions. **(Less Than Significant Impact)**

4.8 GREENHOUSE GAS EMISSIONS

4.8.1 Setting

4.8.1.1 *Background Information*

Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of Greenhouse Gases (GHGs) have a broader, global impact. Global warming associated with the "greenhouse effect" is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth's atmosphere. The principal GHGs contributing to global warming and associated climate change are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated compounds. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural sectors.

4.8.1.2 *Existing Conditions*

Proposed Billboard Removals

GHG emissions are generated by electricity usage for nighttime illumination and limited trips to and from the two existing billboard sites for maintenance and manual installation of new billboard messages.

[21] Terracon, *Geotechnical Engineering Report for Terracon Project No. ND205064* (Sept. 23, 2020).

Proposed LED Digital Billboard

The project site is current developed with a light industrial business (i.e., self-storage units). GHG emissions are generated by daily traffic trips of employees, clients, and for deliveries and water and electricity usage.

4.8.2 Regulatory Background

4.8.2.1 *State of California*

State of California Executive Order S-3-05 & Executive Order B-30-15

In June 2005, Governor Schwarzenegger issued Executive Order S-3-05, which identified CalEPA as the lead coordinating State agency for establishing GHG emission reduction targets in California. A "Climate Action Team," a multi-agency group was set up to implement Executive Order S-3-05. Under this order, the State plans to reduce GHG emissions to 80 percent below 1990 levels by 2050.

Subsequently, on April 29, 2015, Governor Edmund G. Brown Jr. issued Executive Order B-30-15, setting a new interim statewide greenhouse gas emission reduction target. The purpose of establishing the interim target is to ensure California meets its previously established target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050, as set forth in Executive Order S-3-05 in 2005. Under Executive Order B-30-15, the interim target is to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030. The California Air Resources Board is currently updating the Climate Change Scoping Plan (see below) to provide a framework for achieving this new 2030 target. Executive Order B-30-15 also calls for the California Natural Resources Agency to update the State of California's climate adaption strategy, Safeguarding California, every three years and be responsible for ensuring that the provisions in the State's climate adaption strategy are fully implemented.

Assembly Bill (AB) 32 – The California Global Warming Solutions Act of 2006

California Assembly Bill (AB) 32, the California Global Warming Solutions Act, was signed into law in September 2006. With the passage of AB 32, the State of California made a commitment to reduce GHG emissions to 1990 levels by 2020, which represents about a 30 percent decrease over then-current levels (as of 2006). CARB's Discrete Early Actions include maximizing energy efficient building and appliance standards, pursuing additional efficiency efforts, including new technologies and new policy and implementation mechanisms, and pursuing comparable investment in energy efficiency by all retail providers of electricity in California (including both investor-owned and publicly-owned utilities). In December 2008, CARB approved the Climate Change Scoping Plan, which proposes a comprehensive set of actions designed to reduce California's dependence on oil, diversify energy sources, save energy, and enhance public health, among other goals.

In November 2017, CARB adopted an updated Scoping Plan document. The 2017 update further defines climate change priorities in California to meet 2030 greenhouse gas emissions by 2030 and builds upon efforts already underway to reduce greenhouse gases, criteria pollutants, and toxic

air contaminants in California.[22] The 2017 update highlights California's progress toward meeting the 2020 greenhouse gas emission reduction goals defined in the 2008 Scoping Plan and evaluate how to align the State's longer-term greenhouse gas reduction strategies with other State policy priorities such as for water, waste, natural resources, agriculture, clean energy, transportation, and land use.

4.8.2.2 *2017 Bay Area Clean Air Plan*

The 2017 CAP is a multi-pollutant plan that addresses GHG emissions along with other air emissions in the San Francisco Bay Area Air Basin. One of the key objectives in the 2017 CAP is climate protection. The 2017 CAP includes emission control measures in nine categories: Stationary Sources, Transportation, Energy, Buildings, Agriculture, Natural and Working Lands, Waste Management, Water, and Super-GHG Pollutants. Consistency of a project with current control measures is determined by its consistency with the 2017 CAP. The current 2017 CAP also includes performance objectives, consistent with the state's climate protection goals under AB 32 and SB 375, designed to reduce emissions of GHGs to 1990 levels by 2020 and 40 percent below 1990 levels by 2035.

4.8.2.3 *CEQA Air Quality Guidelines*

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

4.8.2.4 *City of Santa Clara General Plan*

The Santa Clara 2010-2035 General Plan includes policies that address the reduction of GHG emissions during the planning horizon of the General Plan. Goals and policies that address sustainability (see Appendix 8.13: Sustainability Goals and Policies Matrix in the General Plan) are aimed at reducing the City's contribution to GHG emissions. The City's General Plan also includes a comprehensive GHG emissions reduction strategy.

Climate Action Plan

The City of Santa Clara has a comprehensive GHG emissions reduction strategy (Climate Action Plan or CAP) to achieve its fair share of statewide emissions reductions for the 2020 timeframe consistent with AB 32, the Global Warming Solutions Act. The CAP was adopted on December 3, 2013. The City of Santa Clara CAP specifies the strategies and measures to be taken for a number of focus areas (coal-free and large renewables, energy efficiency, water conservation, transportation and land use, waste reduction, etc.) citywide to achieve the overall emission

[22] California Air Resources Board. *2017 Scoping Plan Documents*. https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2017-scoping-plan-documents

reduction target, and includes an adaptive management process that can incorporate new technology and respond when goals are not being met.

A key reduction measure that is being undertaken by the City of Santa Clara under the CAP is in the *Coal-Free and Large Renewables* focus area. The City of Santa Clara operates Silicon Valley Power (SVP), a publicly owned utility that provides electricity for the community of Santa Clara, including the project site. Since nearly half (48 percent) of Santa Clara's GHG emissions result from electricity use, removing GHG-intensive sources of electricity generation (such as coal) is a major focus area in the CAP for achieving the City's GHG reduction goals. This measure is being undertaken by Silicon Valley Power.

CEQA clearance for all discretionary development proposals is required to address the consistency of individual projects with reduction measures in the CAP and goals and policies in the General Plan designed to reduce GHG emissions. Compliance with appropriate measures in the CAP would ensure an individual project's consistency with an adopted greenhouse gas reduction plan. However, the City's CAP was designed to achieve the State's 2020 target for GHG emissions levels. Because the project would be completed in the post-2020 timeframe, compliance with the CAP is not, by itself, determinative as to whether the project would have a significant impact on GHG emissions.

4.8.3 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	1, 10
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	1, 10, 11

4.8.4 Greenhouse Gas Emissions Impacts

Greenhouse gas emissions worldwide contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. No single land use project could generate sufficient GHG emissions on its own to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects in Santa Clara, the entire state of California, and across the nation and around the world, contribute cumulatively to the phenomenon of global climate change and its associated environmental impacts.

Per the CEQA Guidelines Section 15064 (b), a Lead Agency may analyze and mitigate significant GHG emissions in a plan for the reduction of GHG emissions that has been adopted in a public process following environmental review. The City of Santa Clara adopted its CAP (a GHG

reduction strategy) in 2013 which is in conformance with its most recent General Plan Update. The City of Santa Clara is updating its current CAP to integrate new State requirements and to inventory GHG emissions. The City's projected emissions and the CAP are consistent with measures necessary to meet statewide 2020 goals established by AB 32 and addressed in the Climate Change Scoping Plan.

The BAAQMD adopted GHG emissions thresholds of significance to assist in the review of projects under CEQA. These thresholds were designed to establish the level at which BAAQMD has determined that GHG emissions would cause significant environmental impacts. The GHG emissions thresholds identified by BAAQMD are 1,100 metric tons (MT) of CO_2e per year or 4.6 MT CO_2e per service population per year.

CARB has completed a Scoping Plan to achieve SB 32 GHG reduction targets, which will be utilized by BAAQMD to establish the 2030 GHG threshold. The BAAQMD has yet to publish a quantified GHG threshold for 2030. An adjusted bright-line threshold of 660 MT CO_2e/year, which is 40 percent below the BAAQMD 2020 bright-line threshold of 1,100 MT CO_2e, is used in this Initial Study.

4.8.4.1 *Proposed Billboard and Removal of Existing Billboards*

Projects result in GHG emissions during construction and operation (e.g., mobile emissions, emissions from generation of electricity for operations, emissions of from the manufacturing and transport of building materials).

With regard to construction, estimates from previous sign construction projects have been estimated to generate 14.2 metric tons of carbon dioxide equivalent. This amount is de minimis compared to the analogous BAAQMD threshold of 660 MT CO_2e per year.

LED digital billboards (programmable electronic signs) are subject to energy efficiency requirements under Title 24 of the California Code of Regulations. The billboard is required to be dimmable, which would reduce energy use and GHG emissions associated with the generation of electricity. The annual electricity use is projected to be 26,400 kWh (26.4 MWh), or a daily average of approximately 72 kWh. Based upon the GHG emission factor for Silicon Valley Power, which is updated on an annual basis,[23] GHG emissions associated with operation of the billboard would be about three metric tons of CO_2 equivalents per year. This amount is also de minimis compared to the BAAQMD threshold of 660 MT CO_2e per year.

During operation, the billboard would generate infrequent and irregular vehicle trips with maintenance vehicles coming to repair the billboard, as needed, typically less than once per month. Since the billboard would not generate regular vehicle trips (like an office or commercial development), the emissions from sign construction and operation would be minimal.

Changes in greenhouse gas emissions from the proposed project would involve removal of two existing billboard facings (demolition emissions and reduced operational emissions), construction of a new LED digital billboard, and operation of the new billboard. The GHG emissions from operation are related to emissions from the generation of electricity to operate lighting.

[23] The baseline emission factor is listed as 271 pounds of CO_2e per MWh.

Conformance with Santa Clara Climate Action Plan

As described previously, the City's CAP identifies a series of GHG emissions reduction measures to be implemented by development projects that would allow the City to achieve its GHG reduction goals. The measures center around seven focus areas: coal-free and large renewables, energy efficiency, water conservation, waste reduction, off-road equipment, transportation and land use, and urban heat island effect. Of these seven focus areas, waste reduction is applicable to private, LED digital billboard projects during construction and demolition activities.

Per General Plan Policy 5.10.3-P5, the project would reduce energy consumption through sustainable construction practices such as salvaging and recycling discarded building materials (i.e., demolition materials from existing billboards) in order to reduce the amount of demolition and construction waste going to the landfill. The materials would be reused at other locations by the project applicant or delivered to a recycling facility and/or appropriate landfill. This project measure would help to minimize GHG emissions generated by wood waste associated with the project and/or recycling of metals to reduce emissions from use of virgin materials.

Conformance with State and Regional Plans and Regulations

As discussed in Section 4.8.2, *Regulatory Background*, the State of California has adopted a Climate Change Scoping Plan. Greenhouse gas emissions are also addressed in the adopted 2017 CAP and Plan Bay Area.

The CARB-approved Climate Change Scoping Plan outlines a comprehensive set of actions intended to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify California's energy sources, save energy, create new jobs, and enhance public health. The Scoping Plan includes recommended actions for reducing greenhouse gas emissions. While the Scoping Plan focuses on measures and regulations at a statewide level, local governments play a key role in implementing many of the strategies contained in the Scoping Plan, such as energy efficient building codes, local renewable energy generation, and recycling programs.

Similarly, the 2017 CAP includes performance objectives, consistent with the state's climate protection goals under AB 32 and SB 375, designed to reduce emissions of greenhouse gases to 1990 levels by 2020 and 40 percent below 1990 levels by 2035. The 2017 CAP identifies a range of Transportation Control Measures, Land Use and Local Impacts Measures, and Energy and Climate Measures that make up the CAP's control strategy for emissions, including greenhouse gas emissions.

As stated above, the construction and operation of the proposed project would not exceed the BAAQMD threshold of 660 MT CO_2e per year. In addition, given that demolition and construction materials would be salvaged or recycled in conformance with City of Santa Clara requirements, the project would meet Title 24 standards to reduce energy usage, and the project includes removal of two conventionally lit billboards, construction and operation of the project would not contribute substantially to local or regional GHG emissions that have a cumulative significant effect on the global environment. **(Less Than Significant Impact)**

4.8.5 Conclusion

The project would not impede local, regional, or statewide efforts to reduce gas emissions compared to 1990 levels. **(Less Than Significant Cumulative Impact)**

4.9 HAZARDS AND HAZARDOUS MATERIALS

4.9.1 Setting

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples include pesticides, herbicides, petroleum products, metals, (e.g., lead, mercury, arsenic), asbestos, and chemical compounds used in manufacturing. Determining if such substances are present on or near project sites is important because, by definition, exposure to hazardous materials above regulatory thresholds can result in adverse health effects on humans, as well as harm to plant and wildlife ecology.

Hazardous materials may be present in surface and subsurface soils and groundwater as a result of current or former land uses. Land uses associated with hazardous materials include or have included agricultural activities, automobile and truck rental, service, and repair, electronics and other manufacturing operations, gasoline stations, and pest control services.

Other hazards in the built environment addressed in this section are related to airports, emergency response planning, and proximity to wildlands with a high potential for wildfires. The 630 Laurelwood Road property is located approximately 0.3 miles northwest of Norman Y. Mineta San José International Airport (San José International Airport) within the Airport Influence Area (AIA) as identified by the Santa Clara County Airport Land Use Commission (ALUC).

4.9.1.1 *On-Site Sources of Contamination*

Agricultural Use

Large areas of land in the City of Santa Clara were formerly used for agricultural purposes. Pesticides were applied to crops in the normal course of farming operations. Like much of Santa Clara, it appears that the 630 Laurelwood Road was used for agricultural purposes prior to current industrial or commercial land uses and it is likely that agricultural chemicals such as pesticides (including organochlorine pesticides, such as DDT, and pesticides containing metals [arsenic, lead and mercury]), herbicides, and fertilizers, were used. As a result, residual agricultural chemicals have the potential to be present in the native soils in the project area.

The 630 Laurelwood Road site is located on the north side of US 101 in an industrial and office area. Soils on the site were tested for volatile organic compounds by Pace Analytical (**Appendix A**) in August 2020 and none were detected.

Lead-Based Paint

The two billboard structures proposed for removal may have been constructed prior to 1978 at which time lead was banned as an additive in paint. Therefore, the billboard structures proposed for removal could have been treated with lead-based paint.

Reported Contamination

Based upon search of online databases, including the Cortese List on GeoTracker and EnviroStor, the proposed billboard site and proposed billboard removal sites are not located on properties included on a list of hazardous materials sites compiled pursuant to Government Code Section 56962.5 (i.e., the Cortese List).

None of the project sites are located within one-quarter mile of an existing or proposed school.

4.9.1.2 *Off-Site Sources of Contamination*

Reported Contamination

Based upon search of online databases, including the Cortese List on GeoTracker and EnviroStor, in May 2021, there are reported sources of contamination near the proposed billboard site (**Table 4.9-1**). The closest properties have received regulatory case closure.

Table 4.9-1: Properties within 1,000 feet of 630 Laurelwood Road with Known Hazardous Materials Releases

Case Number	Address	Known Hazardous Materials Released	Status
SL0608554965	Pacific Production Consulting 600 Laurelwood Road	Tetrachloroethylene (PCE), Waste oil/ Motor/ Hydraulic/ Lubricating	Case closed in 2020
T0608500554	Roman Tire 800 Laurelwood Road	Gasoline	Case closed in 1995
T0608500978	STech Tech 605 Laurelwood Road	Gasoline	Case closed in 1997

Source: GeoTracker database, May 2021.

4.9.1.3 *Airport Safety Hazards Context and Regulatory Setting*

The Norman Y. Mineta San Jose International Airport is located about 0.3 miles southeast of the 630 Laurelwood Road site. Development within the Airport influence Area (AIA) can be subject to hazards from aircraft and also pose hazards to aircraft travelling to and from the airport. The AIA is a composite of areas surrounding the airport that are affected by noise, height, and safety considerations. These hazards are addressed in Federal and State regulations as well as in land use regulations and policies in the Airport Comprehensive Land Use Plan (CLUP).

CLUP Policy G-6 states that *'any proposed uses that may cause a hazard to aircraft in flight are not permitted within the AIA. Such uses include electrical interference, high intensity lighting, attraction of birds (certain agricultural uses, sanitary landfills), and activities that may produce smoke, dust, or glare.'* As discussed in Section 4.9.3.2 below, the FAA does not have standards or thresholds for sign brightness or glare. Nor does the Illumination Engineering Society (IES), who is recognized as the lighting authority and creates recommendations for proper illumination techniques.

4.9.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒	1
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?	☐	☒	☐	☐	1, 12, 13, 14
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	1
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	☐	☐	☐	☒	1, 12
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 or excessive noise for people residing or working in the project area?	☐	☐	☒	☐	1, 15
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	1
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒	1, 2

4.9.3 Hazardous Materials Impacts

4.9.3.1 *On-Site Hazards*

Potential Impacts of On-Site Contamination

Proposed Billboard Removals

For the two billboards that would be removed as part of the project, only the above-ground portion of the existing billboard structures would be removed and the below surface foundations would

remain. Disposal of the billboard facings would comply with local and state regulations. If the billboard structures were constructed prior to 1978, they could contain lead-based paint and/or other hazardous building materials.

Impact HAZ-1: Removal of existing billboards may pose a risk to construction workers if materials are not handled and disposed of properly. **(Significant Impact)**

Mitigation Measure: In conformance with existing safety regulations, the following mitigation measure would reduce significant impacts related to hazardous building materials to a less than significant level.

MM HAZ-1.1: The following measures shall be implemented during billboard removal activities to reduce potential impacts to construction workers associated with lead-based paint or other hazardous building materials (e.g., Universal Wastes):

In conformance with State and local laws, a visual inspection and possible sampling shall be completed prior to the removal of the billboard structures to determine the presence of lead-based paint or other hazardous building materials.

- During billboard removal activities, all materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring, and dust control.
- Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed. **(Less Than Significant Impact with Mitigation)**

Proposed LED Digital Billboard

Disturbance of on-site soils will be limited to removal of approximately 45 cubic yards of soil to install a foundation for the billboard. The foundation would be approximately five feet in diameter and 57 feet deep.

Although no volatile organic compounds were detected on-site (**Appendix A**), several contaminated sites (closed fuel leak cases) were identified within 1,000 feet of the project site. Although unlikely, petroleum hydrocarbons, fuel additives, and/or elevated concentrations of metals associated with industrial uses could be encountered where the foundation is drilled below the existing pavement on the site.

Impact HAZ-2: Hazardous materials associated with industrial uses may be present in soils on the site at levels that exceed regulatory thresholds. Construction activities associated with the proposed billboard could expose construction workers or the environment to contaminated soils or groundwater if contaminated soil and groundwater encountered under the site are not handled properly. **(Significant Impact)**

Mitigation Measure: The following mitigation measure would reduce significant impacts at the site to a less than significant level.

MM HAZ-2.1: If evidence of historic release of hazardous materials is discovered, work will be stopped in the immediate area and soil samples will be collected and analyzed by a qualified environmental professional to determine the type and extent of release and potential health effects to construction workers. The analytical results will be compared against applicable hazardous waste criteria and environmental screening levels (ESLs), and if necessary, the investigation will provide recommendations regarding management and disposal of affected soil and groundwater. Any contaminated soil and/or groundwater found in concentrations above developed thresholds shall be removed and disposed of according to California Hazardous Waste Regulations. Special health and safety measures and/or soil management procedures may also be required during project construction. **(Less Than Significant Impact with Mitigation)**

4.9.3.2 *Airport and Aircraft Hazards*

There are no private airstrips in the vicinity of the project sites. Installation of a new LED digital billboard at 630 Laurelwood or proposed removal of the two billboards would not result in a safety hazard to people residing or working in the area due to the sign in proximity to a private airstrip. **(No Impact)**

Airport Airspace Obstructions

Federal regulations require the proposed sign structure to be submitted to the FAA for airspace safety review. The FAA has reviewed the project and made a determination of No Hazard (**Appendix B**). FAA issuance of a Determination of No Hazard, and incorporation of any conditions of the FAA determination into City project approval, would ensure that the height of the proposed sign would not be a hazard to aircraft operation. **(Less Than Significant Impact)**

Sign Operational Standards

The FAA review does not evaluate the operational details of signs. The proposed sign would be located adjacent to the north side of US 101, approximately 1,800 feet northwest of Runway 30R-12L and 1.5 miles away from the Airport Traffic Control Tower at the Norman Y. Mineta San Jose International Airport. The center of the sign is approximately 55 feet above ground level and the viewing height on the Air Traffic Control Tower Observation deck is approximately 98 feet above ground level.

As discussed in Section 4.1, *Aesthetics*, the most conservative brightness limit with which the proposed billboard would have to comply is 500-foot lamberts,[24] which is equivalent to 1713 nits. The project proposes to operate the sign's nighttime limit at about 300 nits (which equates to 0.3

[24] This calculation assumes a minimum measures brightness in the field of view of less than 10 foot-lamberts, and a view angle of zero degrees (i.e., directly in front of the driver).

footcandles at 250 feet),[25] meaning that the sign would always operate at one-sixth of the brightness level for CEVMs, as set forth by state law. Additionally, the light levels emitted from the billboard would be set to adjust based upon ambient light conditions at any given time (i.e., nighttime versus daytime).

Impacts to the Airport Control Tower

The proposed LED digital billboard on Laurelwood Road would have one display facing southeast towards the San José International Airport and the airport control tower. The display would be positioned nearly 90 degrees perpendicular to Laurelwood Road, with the actual angle being 84 degrees. The main view of the signage would be for the drivers on northbound US 101. These motorists would see the largest area (most square footage) of the billboard face based on their direct viewing angles.

According to the sign manufacturer, the maximum brightness to the airport control tower in a vertical orientation would be 300 nits or candelas per meter squared (cd/m^2). Based on the orientation of the sign, direct views of the sign area are substantially less from the airport control tower, compared to views of the sign from US 101. The main concern for the airport control tower would be the brightness of the sign; however, as a result of the orientation of the sign, the tower would not have a direct view of the main brightness of the sign as the airport control tower is located 60 degrees off axis from the main brightness of the sign display.

The brightest source of light in the vicinity of the proposed sign are lights at the Levi's Stadium. The proposed LED digital billboard display would not be the brightest object in view and would have more systems in place to control the brightness than other lit objects around the site. As noted above, the tower has a limited view of the sign, and will not have the views of the main brightness of the sign. The brightness of the proposed LED digital billboard, therefore, is not anticipated to adversely affect operations at the airport control tower.

Impacts to Pilots

Based on the position of the proposed single-sided face, the only visible side of the billboard to oncoming aircraft would be to the southeast, facing towards the airport and airport control tower. The only aircraft affected by views of the sign would be planes touching down on the southeastern portion of the runway, traveling in a northwesterly direction. For the aircraft landing in the other direction (from the northwest), the proposed billboard would not be visible.

Only pilots in aircraft landing to the southeast on Runways 12L and 12R, (looking to the northwest), would have a direct view of the proposed billboard. Aircraft would view the largest surface area of the billboard at approximately 2,000 feet away from the billboard located at the end of the runway. All of the other views in the air would be of a smaller visible surface area due to the viewing angle of the pilots as they land.

[25] Setting a standard in foot candles is a more appropriate metric by which to judge impacts on sensitive receptors, as a foot candela measures light intensity experience at the receptor, whereas measurement in candela/square meters or nits reveals only the intensity of light at its source.

There are also other brighter visual objects in the pilot's field of view when looking toward the proposed sign, when they are landing on Runways 12L and 12R, such as the Levi's Stadium which was documented from a previous report for the San José Earthquakes Stadium on Coleman Avenue. When compared to other lighted elements, the LED digital display signage would not be the brightest object in view and would have more systems in place to control the brightness than other lit objects around the site. Therefore, the brightness of the proposed LED digital billboard is not anticipated to adversely affect the pilot's ability to fly safely into the airport, as they have such a limited view of the sign, and would not have direct views showing the full brightness of the sign.

In summary, the proposed billboard would not result in a significant safety hazard to operations at San José International Airport. **(Less Than Significant Impact)**

4.9.3.3 *Other Hazards*

Routine Transport, Use, or Disposal of Hazardous Materials and Other Hazards

The proposed project would not involve the routine transport, use, or disposal of hazardous materials. The proposed project is not located within one-quarter mile of a school. The proposed project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List sites).[26] **(No Impact)**

Implementation of Safety Plans

The billboard foundation would be relatively small and would not impair implementation of adopted emergency response or evacuation plans. **(No Impact)**

Wildland Fire Hazards

The billboard would be located in an urban, developed area and would not be subject to wildland fires. **(No Impact)**

4.9.4 <u>Conclusion</u>

With implementation of the mitigation measures identified above, construction of a new billboard and removal of two existing billboard facings would not result in significant hazardous materials impacts associated with possible soil contamination and/or release of hazardous materials. **(Less Than Significant Impact with Mitigation)**

Operation of the proposed LED digital billboard would not result in safety hazards to aircraft or airport operations. **(Less Than Significant Impact)**

[26] California Environmental Protection Agency. Cortese List Data Resources. Accessed June 2021. https://calepa.ca.gov/sitecleanup/corteselist/

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Setting

4.10.1.1 *Water Quality*

The proposed LED digital billboard site is located in an urban area. Stormwater from the project site drains into the City of Santa Clara storm drain system. Water collected by the storm drain system contains varying amounts of non-point source pollutants associated with urban uses (e.g., roadway/street contaminants, litter, residential maintenance/landscaping supplies, etc.). Excessive precipitation can carry these non-point pollutants into downstream drainages. Runoff from the project site eventually empties into the Guadalupe River and San Francisco Bay.

4.10.1.2 *Groundwater*

The site is underlain by the Santa Clara Plain, Confined, subbasin. In spring 2019, groundwater in the area was recorded at an elevation of about 90.7 feet above sea level.[27]

4.10.1.3 *Dam Failure*

Passed in 2017, SB 92 requires all state jurisdictional dams, except low hazard dams, to develop emergency action plans with inundation maps for emergency preparedness. Inundation maps are approved by the Department of Water Resources.

The Association of Bay Area Governments (ABAG) compiled the dam failure inundation hazard maps submitted to the State Office of Emergency Services by dam owners throughout the Bay Area. Based upon information in the Santa Clara 2010-2035 General Plan, the Laurelwood Road site is located in the Lexington Reservoir (James J. Lenihan Dam) and Anderson Lake (Leroy Anderson Dam) dam failure inundation hazard zones.

4.10.1.4 *Drainage and Flooding*

The project site is located in the Guadalupe River watershed. According to the Federal Management Agency (FEMA), the project site is located in Zone X, which is an area outside the 0.2 percent floodplain.[28]

4.10.1.5 *Seiches, Tsunamis, and Mudflows*

A seiche is an oscillation of the surface of a lake or landlocked sea varying in period from a few minutes to several hours. There are no landlocked bodies of water near the project site that in the event of a seiche will affect the site.

A tsunami of tidal wave is a series of water waves caused by the displacement of a large volume of a body of water, such as an ocean or large lake. Due to the immense volumes of water and

[27] Santa Clara Valley Water District. *Annual Groundwater Report for Calendar Year 2019*. https://www.valleywater.org/sites/default/files/2020-09/2019_Annual_Groundwater_Report_Web_Version.pdf. Accessed May 7, 2021.

[28] Federal Emergency Management Agency. *Community Panel Number 06085C0064H*. May 18, 2009. http://msc.fema.gov/portal. Accessed May 7, 2021.

energy involved, tsunamis can devastate coastal regions. There are no bodies of water near the project site that in the event of a tsunami will affect the site.[29]

A mudflow is the rapid movement of a large mass of mud formed from loose soil and water. The project area is flat and there are no mountains near the site that in the event of a mudflow will affect the site.

4.10.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐	1
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐	1
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐	1
i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐	1
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐	1
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐	1
iv) impede or redirect flood flows?	☐	☐	☒	☐	1
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐	1, 16, 17, 18
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒	1

[29] Association of Bay Area Governments. *Tsunami & Additional Hazards*. https://abag.ca.gov/our-work/resilience/data-research/tsunami-additional-hazards. Accessed May 7, 2021.

4.10.3 Hydrology and Water Quality Impacts

Installation of the proposed LED digital billboard would not measurably increase stormwater runoff from the 630 Laurelwood Road project site. Construction of the billboard's foundation structure would result in a small footprint in an already paved area that would not substantially impact the amount of runoff from the site or substantially increase impervious surfaces compared to existing conditions. The project site is flat, and, therefore, the potential for erosion on the site is low. For these reasons, the proposed project would not create additional runoff, diminish water quality as a result of erosion, or otherwise substantially degrade water quality. The proposed project would not result in a significant increase in impervious surfaces and does not require a water supply. Therefore, the proposed project would not decrease groundwater supplies or significantly interfere with groundwater recharge. As a result, the proposed project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. The project is located within the Lexington Reservoir and Anderson Lake dam failure inundation hazard zones; however, due to existing protections in place dam failure is unlikely and it is not probable that the project would be impacted by dam failure. The project involves a five-foot diameter foundation and its small footprint would not impede or redirect flood flows. The project would not require the use of groundwater or interfere with groundwater recharge, and would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. The project site is not subject to inundation by seiche, tsunami, or mudflow. **(Less Than Significant Impact)**

4.10.4 Conclusion

Construction and operation of the proposed project would not result in hydrology or water quality impacts. **(Less Than Significant Impact)**

4.11 LAND USE

4.11.1 Setting

The proposed LED digital billboard would be located at 630 Laurelwood Road on a parcel zoned *ML- Light Industrial* and designated *Light Industrial* in the City of Santa Clara General Plan. The project site parcel is currently developed with light industrial buildings and paved parking areas, and surrounded by industrial and office land uses.

The LED digital billboard would be situated adjacent to the southwest corner of the existing easterly light industrial/storage building. Upon completion, the proposed single-sided billboard would be oriented to be visible to vehicles driving in the northbound direction on US 101. The proposed billboard site is in the vicinity of several permitted billboards along US 101.

The billboard facings proposed for removal are located on properties designated for *Community Mixed Use* (2983 El Camino Real) in the Santa Clara General Plan. The 2983 El Camino Real site is zoned for *CT – Thoroughfare Commercial*. The 2629 San Bruno site in San Francisco is designated as *Neighborhood Commercial District* and the 4580 MacArthur site in Oakland is designated as *Neighborhood Center Mixed Use*.

4.11.1.1 *Applicable Land Use Plans, Policies, and Regulations*

Land Use Designation and Zoning

The proposed LED digital billboard site is zoned *ML – Light Industrial* which is a district that is intended to provide an optimum general industrial environment and to accommodate industries operating substantially within an enclosed building (City Code, Section 18.48.020). Billboards are not expressly identified as a permitted use in the *ML – Light Industrial* zone.

Conditional uses may be established in *ML – Light Industrial* zoning districts only by first securing a Use Permit (UP) (Section 18.48.040). Such use permits shall not be granted if the proposed use or structure would be objectionable or detrimental to adjacent properties or to the industrial area in general by reason of traffic, parking, noise, inappropriate design, or signs.

Conditional uses are encouraged to be conducted within industrial and office buildings in order to maintain the industrial character of the zoning district. Although the proposed billboard is not an identified permitted or conditional use for *ML – Light Industrial* zones, the Planning Commission has the discretion to authorize additional uses through the UP process if the Commission determines that the land use is appropriate for an industrial area and would not be detrimental to the surrounding permitted uses.

Santa Clara City Code

Chapter 18.80 *Sign Regulations* of the City Code was adopted for the purpose of avoiding or mitigating adverse effects associated with visual clutter and traffic safety. The City encourages the removal of existing billboards, and the maintenance and upgrading of advertising devices to current standards. The ordinance limits the number of billboards permitted in Santa Clara, "in order to improve the quality of urban life for its citizens."

4.11.1.2 *Other Applicable Plans and Regulations*

Federal and State of California
Outdoor Advertising Act and Regulations

The California Outdoor Advertising Act and the Federal Highway Beautification Act are both laws that apply to advertising signs along primary highways and freeways. The California Outdoor Advertising Act is implemented through regulations adopted by Caltrans. Section 21466.5 of the California Vehicle Code also includes criteria for illuminated signs visible from roadways. These regulations set forth design standards for billboards with the primary purpose of minimizing traffic safety hazards for motorists.

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

The Norman Y. Mineta San José International Airport (Airport) is located southeast of the 630 Laurelwood Road site and the site is within the Airport Influence Area (AIA). As described in

Section 4.9, *Hazards and Hazardous Materials*, the AIA is a composite of areas surrounding the airport that are affected by noise, height and safety considerations.[30]

Applicable Comprehensive Land Use Plan (CLUP) policies for development within the AIA include the following:

- **G-5:** Where legally allowed, dedication of an aviation easement to the City of San Jose shall be required to be offered as a condition of approval on all projects located within the AIA.

- **G-6:** Any proposed uses that may cause a hazard to aircraft in flight are not permitted within the AIA. Such uses include electrical interference, high intensity lighting, attraction of birds, and activities that may produce smoke, dust, or glare.

- **G-7:** All new exterior lighting or large video displays within the AIA shall be designed so as to create no interference with aircraft operations. Such lighting shall be constructed and located so that only the intended area is illuminated and off-site glare is fully controlled. The lighting shall be arrayed in such a manner that it cannot be mistaken for airport approach or runway lights by pilots.

- **H-2:** Any project that may exceed a Federal Aviation Regulation (FAR) Part 77 surface must notify the FAA.

- **S-1:** . . . [T]he Safety Zone Compatibility Policies presented in Table 4-2 shall be used to determine if a specific land use is consistent with the CLUP. Safety impacts shall be evaluated according to the Airport Safety zones presented on Figure 7.

According to Figure 7 of the CLUP, the project site is located within the Inner Safety Zone (ISZ). Pursuant to CLUP Table 4-2, the maximum population density in the ISZ is as follows:

> Nonresidential, maximum 120 people per acre (includes open area and parking area required for the building's occupants and one-half of the adjacent street area).

The open space requirements of the ISZ are as follows:

> 30 percent of gross area open. No structures or concentrations of people between or within 100 feet of the extended runway centerlines.

Finally, the allowable land uses within the Inner Safety Zone are as follows:

> No residential. Nonresidential uses should be activities that attract relatively few people. No shopping centers, restaurants, theaters, meeting halls, stadiums, multi-story office buildings, labor-intensive manufacturing plants, educational facilities, day care facilities,

[30] Santa Clara County Airport Land Use Commission. *Comprehensive Land Use Plan: Norman Y. Mineta San José International Airport.* May 2011, Amended November 2016.

hospitals, nursing homes or similar activities. No hazardous material facilities (gasoline stations, etc.).

4.11.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
LAND USE. Would the project:					
a) Physically divide an established community?	☐	☐	☐	☒	1
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	1, 2, 3

4.11.3 Land Use Impacts

4.11.3.1 *Division of an Established Community*

The project does not include the construction of freeways, major roadways, railroad lines, or any other divisive feature and would not, therefore, physically divide an established community. **(No Impact)**

4.11.3.2 *Possible Conflicts with Applicable Plans, Policies and Regulations*

Santa Clara City Code and State Regulations

As discussed in Section 4.11.1.1, the Santa Clara City Code (Zoning) allows identified conditional uses within the *ML-Light Industrial* zoning district if the proposed use or structure would not be objectionable or detrimental to adjacent properties or to the industrial area in general by reason of traffic, parking, noise, inappropriate designs, or signs. Although billboard displays are not expressly identified as a permitted or conditional use in the *ML-Light Industrial* zoning district, the Planning Commission has the discretion to authorize additional uses under these zoning designations through the Use Permit process if the Commission determines that the land use is appropriate for an industrial area.

The proposed billboard site is in the vicinity of several permitted billboards along US 101 and would be an addition to the other billboards and a message sign in the area. The proposed billboard would be 60 feet in height, which would exceed the maximum height limit of 35 feet for outdoor signs (Santa Clara City Code, Section 18.80.050). A text amendment is proposed for the Zoning Ordinance that would allow digital billboard signs to exceed the height limit in Section 18.80.050 with a UP. The proposal includes a UP that would allow the proposed billboard height.

If the Planning Commission finds that the proposed billboard is consistent with other permitted uses, then the approval of a UP would be consistent with the zoning ordinance and, therefore, a

less than significant land use impact. If the Planning Commission finds that the proposed billboard is inconsistent with the permitted uses, then approval of the project would violate the zoning ordinance and the project could not be approved.

Illuminated signs could be considered a traffic safety hazard given the potential of light and glare to distract drivers. Section 21466.5 of the California Vehicle Code regulates illumination by placing limits on maximum light output. The Code generally considers a light source to be impairing when the light source exceeds 1,000 times the minimum measured brightness in a driver's field of view, within 10 degrees of that field of view. The proposed LED digital billboard would not exceed this threshold. Light levels emitted from the billboard would adjust to respond to ambient conditions and thereby avoid excessive brightness.

While both the City and the Caltrans Outdoor Advertising Act stress the importance of limiting light and glare for the safety of drivers, neither agency defines formal requirements regarding brightness or light intensity of advertising signs. The project therefore commits to a maximum ambient light output level of 0.3 footcandles at a distance of 250 feet from the billboard, as recommended by the OAAA for a sign of the proposed size. The light levels emitted from the billboard would be set to adjust, based upon ambient light conditions at any given time (i.e., nighttime versus daytime). By committing to OAAA standards for illuminated signs, the project would result in safe levels of illumination that take into account the concerns of the City and Caltrans.

In conformance with Caltrans requirements and the City of Santa Clara City Code, the proposed LED digital billboard would not include moving images or sound. Caltrans standards require that images rotate no more than once every four seconds. The proposed billboard will rotate images at a rate no greater than once every eight seconds.

The Santa Clara City Code establishes that billboards, by their very nature, however constructed, constitute visual clutter and blight to the appearance of the City. The intention of the City is to limit and reduce the number of billboards in order to "improve the quality of urban life for its citizens." The Billboard Relocation Agreement for the proposed project requires the removal of four existing billboard facings (at three locations) on local City streets and State Route 82 (El Camino Real), in exchange for the installation of the proposed single-sided billboard along US 101. In addition, the proposed project would remove one facing in compliance with the California Business and Professions Code. Therefore, the project would result in an overall reduction of five billboard facings within the City, and the relocation of advertisements from local City streets to US 101 where advertisements would be largely directed at through-traffic. The project would support the City's intent to reduce the number of overall billboards in the City and would, therefore, reduce visual blight throughout the City.

Federal regulations require the proposed sign structure to be submitted to the FAA for airspace safety review. The FAA has reviewed the project and made a determination of No Hazard in accordance with FAR Part 77, consistent with CLUP policies (**Appendix B**). FAA issuance of a Determination of No Hazard, and incorporation of any conditions of the FAA determination into City project approval, would ensure that the height of the proposed sign would not be a hazard to

aircraft operation, in accordance with CLUP policies. In addition, the proposed project would not increase the population of the site or attract people to the site, and, therefore, does not conflict with the population density requirements identified in the CLUP.

The project would comply with the requirements of Chapter 18.80, *Sign Regulations* of the Santa Clara City Code, the Caltrans Outdoor Advertising Act, Section 21466.5 of the California Vehicle Code, and CLUP. With compliance to these regulations and approval of the proposed UP, the project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. **(Less Than Significant Impact)**

4.11.4 Conclusion

A finding of consistency by the Planning Commission through approval of the UP means that the proposed use is considered consistent with the City's land use policies at this specific site at 630 Laurelwood Road and the project would not have a significant impact on surrounding light industrial or office uses. **(Less Than Significant Impact)**

4.12 MINERAL RESOURCES

4.12.1 Setting

The Santa Clara Valley was formed when sediments derived from the Santa Cruz Mountains and the Mt. Hamilton-Diablo Range were exposed by continued tectonic uplift and regression of the inland sea that had previously inundated this area. As a result of this process, the topography of the area is relatively flat and there are no mapped mineral resources.[31]

4.12.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
MINERAL RESOURCES. 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?	☐	☐	☐	☒	1, 2
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?	☐	☐	☐	☒	1, 2

[31] Stanley, R. G., R. C. Jachens, P. G. Lillis, R. J. McLaughlin, K. A. Kvenvolden, F. D. Hostettler, K. A. McDougall, and L. B. Magoon. 2002. *Subsurface and petroleum geology of the southwestern Santa Clara Valley ("Silicon Valley"), California.* (Professional Paper 1663) Washington, DC: U. S. Government Printing Office.

4.12.3 Mineral Resources Impacts

The proposed project site is within a developed urban area and it does not contain any known or designated mineral resources. Therefore, implementation of the project would not 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. There would be no impact. **(No Impact)**

The project area does not support any mineral extraction activities, and no known mineral deposits exist in the project area. Therefore, implementation of the proposed project would not result in the loss of availability of a locally-important mineral recovery site delineated in a local general plan, specific plan, or other land use plan. There would be no impact. **(No Impact)**

4.12.4 Conclusion

The project would not result in any impact to mineral resources. **(No Impact)**

4.13 NOISE

4.13.1 Setting

4.13.1.1 *Noise Background*

Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB) with 0 dB corresponding roughly to the threshold of hearing. Most of the sounds which we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. The method commonly used to quantify environmental sounds consists of evaluating all of the frequencies of a sound in accordance with a weighting that reflects the fact that human hearing is less sensitive at low frequencies and extreme high frequencies than in the frequency mid-range. This is called "A" weighting, and the decibel level so measured is called the A-weighted sound level (dBA). In practice, the level of a sound source is measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources which create a relatively steady background noise in which no particular source is identifiable. To describe the time-varying character of environmental noise, the statistical noise descriptors, L_{01}, L_{10}, L_{50}, and L_{90}, are commonly used. They are the A-weighted noise levels equaled or exceeded during one percent, 10 percent, 50 percent, and 90 percent of a stated time period. A single number descriptor called the L_{eq} is also widely used. The L_{eq} is the average A-weighted noise level during a stated period of time. Community Noise Equivalent Level (CNEL) measurements are the weighted average of sound levels gathered throughout a 24-hour period. This is essentially a measure of ambient noise.

In determining the daily level of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During the nighttime, exterior background noises are generally lower than daytime levels. Most household noise also decreases at night and

exterior noises become more noticeable. Furthermore, most people sleep at night and are very sensitive to noise intrusion. To account for human sensitivity to nighttime noise levels, a descriptor, L_{dn} (day/night average sound level), was developed. The L_{dn} divides the 24-hour day into the daytime of 7:00 AM to 10:00 PM and the nighttime of 10:00 PM to 7:00 AM. The nighttime noise level is weighted 10 dB higher than the daytime noise level.

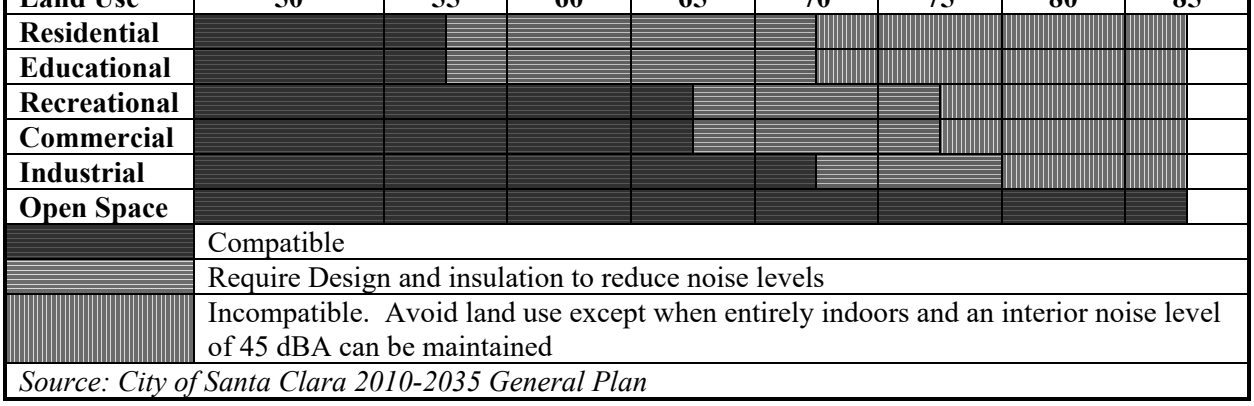
4.13.1.2 *Applicable Noise Standards and Policies*

The State of California and the City of Santa Clara have established guidelines, regulations, and policies designed to limit noise exposure at noise sensitive land uses. Appendix E of the State CEQA Guidelines, the State of California Building Code, and the City of Santa Clara's Noise Element of the General Plan present the following applicable criteria:

State CEQA Guidelines. CEQA contains guidelines to evaluate the significance of effects resulting from a proposed project. These guidelines have been used in this Initial Study as thresholds for establishing potentially significant noise impacts and are listed under *Thresholds of Significance*.

City of Santa Clara General Plan. Based on City's General Plan Noise Element, Table 4.13-1 shows the noise levels considered compatible with specific land uses, the CNEL. Residential land uses are considered compatible with CNEL noise levels of up to 55 dBA and acceptable with design and insulation techniques in areas with CNEL noise levels up to 70 dBA.

Table 4.13-1
Noise and Land Use Compatibility (CNEL)



Source: City of Santa Clara 2010-2035 General Plan

City of Santa Clara General Plan Noise Policies. The following General Plan policies are applicable to the proposed billboard project:

- *Policy 5.10.6-P1*: Review all land use and development proposals for consistency with the General Plan compatibility standards and acceptable noise exposure levels defined on Table 5.10-1.
- *Policy 5.10.6-P2*: Incorporate noise attenuation measures for all projects that have noise exposure levels greater than General Plan "normally acceptable" levels, as defined on Table 5.10-1.

Santa Clara City Code. Section 9.10.230 of the Santa Clara City Code regulates hours of construction operations for a construction site within 300 feet of residentially zoned properties. Construction hours are limited to 7:00 A.M. to 6:00 P.M. on weekdays other than holidays, Monday through Friday, and within the hours of 9:00 A.M. to 6:00 P.M. on any Saturday which is not a holiday.

4.13.1.3 *Existing Noise Conditions*

The major sources of outdoor noise in the project area include noise from traffic along major roadways including US 101 and Laurelwood Road, as well as from the Airport. Noise sources near the two existing billboard sites for removal include traffic noise along El Camino Real, and Highway 580 or US 101. The proposed LED digital billboard site and billboards proposed for removal are located in areas exposed to noise levels ranging from 70-75 CNEL along El Camino Real and at 630 Laurelwood Road, due primarily to traffic and airport noise.

There are no noise-sensitive uses within the immediate vicinity of the project site. Noise-sensitive use within the immediate vicinity of the billboard removal sites are: individual residences north of the 2983 El Camino Real billboard; residences to the east and west across US 101 from the 2629 San Bruno billboard; and residences, lodging, and a church to the north, east, and west of the 4580 MacArthur billboard. Exterior noise levels at these properties generally range from 70-75 CNEL due to traffic and airport noise.[32]

4.13.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
NOISE. Would the project:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	1, 2
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	1
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐	1

[32] City of Santa Clara. Laurelwood LED Digital Billboard Project Initial Study. September 2015.

4.13.3 Noise Impacts

4.13.3.1 *Long-Term Noise Impacts*

The proposed LED digital billboard is not designed to emit any sound, and the project would not generate regular vehicle trips. The operation of the proposed billboard would not, therefore, result in a permanent increase in ambient noise levels or expose people to excessive noise levels associated with the Airport. **(No Impact)**

4.13.3.2 *Short-Term Construction Noise Impacts*

Proposed Billboard Removals

Noise levels in the project areas would increase during activities associated with removal of the two existing billboard facings. Removal of the two billboard structures would take approximately two to four days involve the use of hand tools and small crane rigs.

Noise impacts associated with construction demolition are considered significant if hourly noise levels received at noise sensitive land uses are 60 dBA L_{eq} and are at least five dBA L_{eq} above the ambient noise environment when the duration of the noise-generating activities last more than one year. Demolition-related noise, which would involve hand tools and small cranes which generally produce a maximum noise level of about 70 to 85 dBA at 50 feet, would be relatively low compared to ambient noise in the project area, where vehicle and airport traffic combine to generate community noise levels of 70 to 75 dBA. Demolition noise may be more noticeable at the adjacent residences in the vicinity of the San Francisco and Oakland sites; however, noise from demolition (removing billboard facings over a two to four day period) would be of short-duration. Compliance with the City's permissible hours of construction would ensure that construction noise would not result in a substantial temporary increase in ambient noise levels that would result in nighttime annoyance or sleep disturbance of nearby sensitive receptors. Construction of the sign, which would constitute the majority of short-term construction operations, is located about 2,000 feet from the nearest sensitive receptor and, therefore, such construction activities would not be detectable by such receptors. Therefore, the proposed project would not expose sensitive receptors to excessive construction noise levels or groundborne vibration, nor result in a substantial temporary increase in ambient noise levels at the two locations where billboard facings removal is proposed. **(Less Than Significant Impact)**

Construction activities may result in temporary annoyances to existing industrial and commercial uses in the immediate project area. Given the short duration of construction and billboard removal activities (approximately one to two days per site), the proposed project would not result in significant short-term construction-related noise impacts. **(Less Than Significant Impact)**

Proposed LED Digital Billboard

Noise levels in the immediate vicinity of 630 Laurelwood Road would increase during activities associated with construction of the LED digital billboard. Noise associated with construction of the proposed billboard would occur over a period of approximately five to seven days.

Construction-related noise would be negligible compared to ambient noise in the project area, where traffic on US 101, Laurelwood Road, and airport traffic combine to generate community noise levels of 65 to 75 dBA. Given the existing noise environment, lack of sensitive receptors, and short duration of construction, short-term noise impacts would be less than significant. **(Less Than Significant Impact)**

4.13.4 Conclusion

The proposed project would not result in significant noise impacts. **(Less Than Significant Impact)**

4.14 POPULATION AND HOUSING

4.14.1 Setting

As of 2019, the City of Santa Clara has a total population of 130,365 residents.[33] In 2019, there were 44,669 households with an average of 2.74 persons per household.[34] According to the City's General Plan, the projected population in 2035 will be 154,825 residents, 60,435 households, 154,280 total jobs and 86,800 employed residents.

4.14.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
POPULATION AND HOUSING. Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒	1
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	1

4.14.3 Impacts to Population and Housing

The proposed project does not have any features that will affect population and housing. The project would not induce population or job growth or displace housing or persons. **(No Impact)**

4.14.4 Conclusion

The proposed project would not result in impacts to population and housing. **(No Impact)**

[33] United States Census Bureau. *U.S. Census Bureau QuickFacts*. https://www.census.gov/quickfacts/fact/table/santaclaracitycalifornia/PST045219 (July 1, 2019). Accessed May 11, 2021.
[34] Ibid.

4.15 PUBLIC SERVICES

4.15.1 Setting

Fire protection services are provided by the City of Santa Clara Fire Department (SCFD), which consists of ten stations distributed throughout the City. The closest fire station to the proposed LED digital billboard site is Station 6, located at 888 Agnew Road, which is approximately 1.2 miles to the north. Police protection services are provided by the City of Santa Clara Police Department (SCPD). Police headquarters are located at 601 El Camino Real, approximately 1.7 miles south of the project site.

4.15.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or 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:					
a) Fire protection?	☐	☐	☐	☒	1
b) Police protection?	☐	☐	☐	☒	1
c) Schools?	☐	☐	☐	☒	1
d) Parks?	☐	☐	☐	☒	1
e) Other public facilities?	☐	☐	☐	☒	1

4.15.3 Impacts to Public Services

The project includes installation of a LED digital billboard in an industrial and office area and removal of two existing billboard facings. The project would not generate new residents or employment and would be constructed in conformance with current codes and regulations. The project would not increase the need for police or fire services or demand for schools, parks, or any other public facilities in the project area.

4.15.3.1 *Parks & Recreation*

City of Santa Clara City Code Chapter 17.35

The purpose of City code Chapter 17.35 is to help mitigate the impacts of new housing development growth on existing parkland and recreational facilities subject to the provisions of the State of California Quimby Act (Quimby Act) and/or the California Mitigation Fee Act (MFA). Chapter 17.35 requires new residential developments to provide developed park and recreational land and/or pay a fee in lieu of parkland dedication, at the City's discretion. The City is meeting

the parkland dedication standard of 3 acres per 1,000 residents per the Quimby Act provisions of the City Code and 2.6 acres per 1,000 residents per the MFA provisions of the City Code with regard to neighborhood parks.

The Santa Clara Parks and Recreation Department (Department) provides parks and recreational services in the City. The Department is responsible for maintaining and programming the various parks and recreation facilities and works cooperatively with public agencies in coordinating all recreational activities within the City. Overall, as of August 2021, the Department maintains and operates Central Park, a 45.04-acre community park (45.04 acres improved and Central Park North 34.93 acres unimproved, resulting in 79.97 acres), 30 neighborhood parks (125.429 acres improved and 5.220 acres unimproved resulting in 130.649 acres), 13 mini parks (2.59 acres improved and 3.189 acres unimproved resulting in 5.779 acres), public open space (16.13 acres improved and 40.08 acres unimproved resulting in 56.21 acres), recreational facilities (23.898 acres improved and excluding the Santa Clara Golf and Tennis Club/BMX track), recreational trails (7.59 acres improved and 0.20 acres unimproved resulting in 7.79 acres), and joint use facilities (48.588 acres) throughout the City totaling approximately 269.265 improved acres and 83.619 unimproved acres. Community parks are over fifteen acres, neighborhood parks are one to fifteen acres and mini parks are typically less than one acre in size.

Santa Clara City Code Chapter 17.35 requires new residential developments to provide developed park and recreational land and/or pay a fee in-lieu thereof, at the discretion of the City, and pursuant to the Quimby Act and/or the MFA. The City is meeting the standard of 3 acres per 1,000 residents per the Quimby Act provisions of the City Code and 2.60 acres per 1,000 residents per the MFA provisions of the City Code. The proposed project would not be subject to City Code Chapter 17.35 as there is no residential component to the project. (**No Impact**)

4.15.4 Conclusion

The project would not result in impacts to public services of facilities. **(No Impact)**

4.16 RECREATION

4.16.1 Setting

4.16.1.1 *City of Santa Clara City Code Chapter 17.35*

The purpose of City code Chapter 17.35 is to help mitigate the impacts of new housing development growth on existing parkland and recreational facilities subject to the provisions of the Quimby Act and/or the MFA. Chapter 17.35 requires new residential developments to provide developed park and recreational land and/or pay a fee in lieu of parkland dedication, at the City's discretion. The City is meeting the parkland dedication standard of 3 acres per 1,000 residents per the Quimby provisions of the City Code and 2.6 acres per 1,000 residents per the MFA provisions of the City Code with regard to neighborhood parks.

The Santa Clara Parks and Recreation Department (Department) provides parks and recreational services in the City. The Department is responsible for maintaining and programming the various parks and recreation facilities and works cooperatively with public agencies in coordinating all

recreational activities within the City. Overall, as of August 2021, the Department maintains and operates Central Park, a 45.04-acre community park (45.04 acres improved and Central Park North 34.93 acres unimproved, resulting in 79.97 acres), 30 neighborhood parks (125.429 acres improved and 5.220 acres unimproved resulting in 130.649 acres), 13 mini parks (2.59 acres improved and 3.189 acres unimproved resulting in 5.779 acres), public open space (16.13 acres improved and 40.08 acres unimproved resulting in 56.21 acres), recreational facilities (23.898 acres improved and excluding the Santa Clara Golf and Tennis Club/BMX track), recreational trails (7.59 acres improved and 0.20 acres unimproved resulting in 7.79 acres), and joint use facilities (48.588 acres) throughout the City totaling approximately 269.265 improved acres and 83.619 unimproved acres. Community parks are over fifteen acres, neighborhood parks are one to fifteen acres and mini parks are typically less than one acre in size.

Santa Clara City Code Chapter 17.35 requires new residential developments to provide developed park and recreational land and/or pay a fee in-lieu thereof, at the discretion of the City, and pursuant to the Quimby Act and/or the MFA. The City is meeting the standard of 3 acres per 1,000 residents per the Quimby provisions of the City Code and 2.60 acres per 1,000 residents per the MFA provisions of the City Code. The proposed project would not be subject to City Code Chapter 17.35 as there is no residential component to the project. (**No Impact**)

4.16.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
RECREATION. Would the project:					
a) Would the project 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?	☐	☐	☐	☒	1
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	1

4.16.3 Recreational Impacts

The project would not increase the usage of existing parks and recreation facilities, nor require the construction of new or expanded recreational facilities. **(No Impact)**

4.16.4 Conclusion

The proposed project would not result in impacts to recreation. **(No Impact)**

4.17 TRANSPORTATION

4.17.1 Setting

The proposed project would construct a LED digital billboard at 630 Laurelwood Road in the City of Santa Clara. The billboard would be oriented to be visible to vehicles travelling in the northbound direction on US 101. The project also involves the removal of two existing billboard facings. The billboard facings proposed for removal are oriented to be visible to vehicles traveling eastbound on El Camino Real, traveling north on US 101 in San Francisco, or traveling west on Highway 580 and MacArthur Boulevard in Oakland.

4.17.1.1 *Roadway Network*

US 101 provides regional access to the 630 Laurelwood site. US 101 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) north of Cochrane Road in Morgan Hill. US 101 provides connections to I-880, SR 237, and SR 87 in the Santa Clara/San José area. Existing access to and from the area is provided via interchanges at De La Cruz Boulevard and Lafayette Street.

Local access to the proposed LED digital billboard site is provided by Laurelwood Road, a two-lane local street with no centerline stripe with parking allowed on both sides of the roadway accessed via De La Cruz Boulevard, Keller Street, or Woodward Avenue.

4.17.1.2 *Transit, Pedestrian, and Bicycle Facilities*

The Santa Clara Valley Transportation Authority (VTA) provides transit service to the Santa Clara area. Bus routes with stops in the area operate on Montague Expressway in the vicinity of 630 Laurelwood Road and in the vicinity of the billboard facings to be removed. Pedestrian facilities are comprised of sidewalks, crosswalks, and pedestrian signals. There is a sidewalk only on the south side of Laurelwood Road, along the project's frontage. There are no bicycle paths, lanes, or routes in the project vicinity.

4.17.1.3 *Regulatory Setting*

California Outdoor Advertising Act and the Federal Highway Beautification Act

The California Outdoor Advertising Act and the Federal Highway Beautification Act (Acts) apply to signs located along primary highways and freeways. The Acts specify that if an on-site sign is located within 660 feet of the highway right-of-way, and it is a message center display (programmable electronic sign), the sign cannot be located within 1,000 feet of another message center display on the same side of the highway. Further, the Acts generally prohibit signs within 300 feet of the point of intersection of a highway or highway and railroad lines, and signs that could prevent any traveler of the highway from having a clear view of approaching vehicles for a distance of at least 500 feet.

City of Santa Clara Sign Code (City Code, Chapter 18.80)

Chapter 18.80 *Sign Regulations* of the City Code was adopted for the purpose of avoiding or mitigating adverse effects associated with visual clutter and traffic safety. One of the objectives of the regulations is to promote traffic safety and minimize distractions to motorists. These regulations set forth design standards for billboards to minimizing traffic safety hazards.

California Vehicle Code

In accordance with the California Vehicle Code, the brilliance of signs may not have a maximum light output exceeding 1,000 times the minimum measured brightness in a driver's field of view, within ten degrees of that field of view.

4.17.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
TRANSPORTATION. Would the project:					
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐	1, 2
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐	1
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐	1
d) Result in inadequate emergency access?	☐	☐	☐	☒	1, 2

4.17.3 Transportation Impacts

4.17.3.1 *Circulation System*

Billboards do not generate daily or regular trips (like a typical land use such as residential or commercial development). Billboards generate trips irregularly, as needed, for maintenance activities. Therefore, the project would not increase traffic congestion on the surrounding roadways or freeways. Construction-related traffic, including truck and construction worker trips, would not substantially affect traffic conditions during the short duration of project construction and sign removals. Given the proposed new signage is associated with the removal of various existing signs, maintenance trips are likely to decrease as a result of the project.

The proposed billboard installation and removals are located outside public rights-of-way and the proposed project would not affect any existing or planned transportation, pedestrian, bicycle, and

transit facilities, programs, plans, or ordinances. Construction-related traffic, including truck and construction worker trips, are de minimis, would take place over an extremely short duration, and would not substantially affect traffic conditions during the short duration of project construction of the new billboard and removal of the existing billboards.

The project would not, therefore, significantly affect the performance of the circulation system including roadways, freeways, and bicycle/pedestrian/transit facilities. The project would not conflict with an applicable congestion management program. **(Less Than Significant Impact/No Impact)**

4.17.3.2 *Vehicles Miles Traveled*

SB 743, which was codified in PRC Section 21099, required changes to the CEQA Guidelines regarding the analysis of transportation impacts. Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." As a result, the Governor's Office of Planning and Research (OPR) proposed changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project.

In 2018, OPR released a technical advisory containing the recommendations regarding the assessment of VMT. The technical advisory provides recommendations for assessing VMT and significance thresholds for residential, office, retail, and transportation projects. As noted in the advisory, agencies are directed to choose metrics that are appropriate for their jurisdiction to evaluate the potential impacts of a project in terms of VMT. The change to VMT was formally adopted as part of updates to the CEQA Guidelines on December 28, 2018. The deadline for adopting policies to implement SB 743 and the provisions of CEQA Guidelines Section 15064.3(b) was July 1, 2020.

The City approved its Transportation Analysis Policy on June 23, 2020.[35] This policy establishes Santa Clara land use and transportation project requirements for evaluating transportation impacts under CEQA using VMT methodology, including baselines, thresholds, as well as criteria for exempting certain types of projects from VMT analysis.

As stated above, billboards do not generate daily or regular trips (like a typical land use such as residential or commercial development). Billboards generate trips irregularly, as needed, for maintenance activities, and would not exceed 110 daily trips. Therefore, per the City's Transportation Analysis Policy, the proposed project would be categorized as a small project generating 110 daily trips or less, can be screened out from a quantitative VMT analysis, and would have a less than significant impact on VMT. **(Less Than Significant Impact)**

[35] City of Santa Clara. Transportation Analysis Policy. June 23, 2020. https://www.santaclaraca.gov/home/showpublisheddocument/71449/637459525139300000.

4.17.3.3 *Air Traffic and Transportation Facilities*

As discussed in Section 4.9, *Hazards and Hazardous Materials*, operation of the proposed LED digital billboard is subject to approval of a UP and all applicable Sign Code regulations related to the operational standards for programmable and non-programmable components of the billboard. Given the proposed operation of the dimmable LED display and viewing angles of the airport control tower and pilots landing aircraft, potential safety hazards to pilots and air traffic controllers are less than significant. In addition, the height of the proposed sign (60 feet) has been determined by the FAA to pose no hazard to aircraft. The project would not affect air traffic or conflict with any adopted policies, plans, or programs regarding the performance or safety of transportation facilities. **(Less Than Significant Impact)**

4.17.3.4 *Hazards to Transportation Operation and/or Motorist Safety*

Proposed Billboard Removals

The City's Sign Ordinance limits the number of billboards permitted in Santa Clara because it has "been determined that billboards impede traffic safety by unduly distracting motorists and pedestrians, creating traffic hazards, and reducing the effectiveness of signs needed to direct the public." The project includes the removal of four existing billboard facings along local roadways in the City in exchange for construction of the LED digital billboard along US 101. The project would result in an overall decrease of billboard facings throughout the City, which would improve overall traffic safety on City roadways. **(Less Than Significant/Beneficial Impact)**

Proposed LED Digital Billboard

The project would be subject to the Santa Clara City Code, which has regulations and design standards for billboards, the Caltrans Outdoor Advertising Act and Section 21466.5 of the California Vehicle Code. These regulations are focused on hazards associated with light and glare from illuminated signs which have the potential to distract drivers. For further discussion of these regulations see Section 4.1, *Aesthetics* of this Initial Study. Because the proposed billboard will be designed in compliance with these regulations the project would not substantially increase hazards related to design features along US 101. **(Less Than Significant Impact)**

4.17.3.5 *Emergency Access*

The proposed project would not change driveway access to the project site and there would continue to be two access points to the site for emergency access. Therefore, no impact would occur. (**No Impact**)

4.17.4 <u>Conclusion</u>

The proposed project would not result in significant transportation impacts. **(Less Than Significant Impact)**

4.18 TRIBAL CULTURAL RESOURCES

4.18.1 Setting

California Assembly Bill (AB) 52, in effect since July 2015, provides CEQA protections for tribal cultural resources. All lead agencies approving projects under CEQA are required, if formally requested by a culturally affiliated California Native American Tribe, to consult with such tribe regarding the potential impact of a project on tribal cultural resources before releasing an environmental document. Under California Public Resources Code (PRC) Section 21074, tribal cultural resources include site features, places, cultural landscapes, sacred places, or objects that are of cultural value to a tribe and that are eligible for or listed on the California Register of Historical Resources (CRHR) or a local historic register, or that the lead agency has determined to be of significant tribal cultural value.

No tribal cultural resources or Native American resources have been documented on the proposed digital LED billboard project site.[36]

In compliance with AB 52, the City sent a letter to Tamien Nation on November 15, 2021, notifying the tribe of the proposed project and soliciting a request for consultation.

4.18.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
TRIBAL CULTURAL RESOURCES. 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), or	☐	☐	☐	☒	1, 2
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native America Tribe.	☐	☐	☐	☒	1, 2

[36] City of Santa Clara. *City of Santa Clara 2010-2035 General Plan*. Appendix 8.9 Historic Preservation and Resource Inventory.

4.18.3 Impacts to Tribal Cultural Resources

As described above in Section 4.5, *Cultural Resources*, the project area does not contain any known resources that are historically or culturally significant. In addition, tribal cultural resources have not identified by any California Native American Tribes during the required notification process. Therefore, no impacts to tribal cultural resources would occur. **(No Impact)**

4.18.4 Conclusion

No impacts to tribal cultural resources would occur from implementation of the proposed project. **(No Impact)**

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Setting

Utilities, including electricity, natural gas, water, sanitary sewer, and solid waste services are currently provided to the existing business at 630 Laurelwood Road. Water and sanitary sewer service are provided by the City of Santa Clara Water and Sewer Utilities. Silicon Valley Power supplies electricity to customers in the City of Santa Clara. The existing billboard structures proposed for removal have electric service for nighttime lighting from Silicon Valley Power.

4.19.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would case significant environmental effects.	☐	☐	☒	☐	1
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒	1, 2
c) 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?	☐	☐	☐	☒	1, 2

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
UTILITIES AND SERVICE SYSTEMS. Would the project:					
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐	1, 2
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒	1

4.19.3 <u>Utilities and Service Systems Impacts</u>

4.19.3.1 *Proposed Billboard Removals*

Removal of the two billboard structures would not generate demand for water or sewer service or increase stormwater runoff.

The project areas are served by landfills with adequate capacity for the next 10-20 years. The removal of two billboard facings would generate some waste materials that would be reused by the applicant or delivered to a recycling facility and/or disposed of at landfills that accept demolition waste from contractors in compliance with Federal, State, and local regulations. **(Less Than Significant Impact)**

4.19.3.2 *Proposed LED Digital Billboard*

The construction of the proposed billboard would generate some waste materials that would be reused by the applicant or delivered to a recycling facility and/or disposed of at landfills that accept demolition waste from contractors. Generally, there is capacity at landfills in northern California that are likely to receive solid waste materials that have not been diverted for resource recovery.

The operation of a billboard would not generate demand for water, sewer, and solid waste disposal at landfills. The proposed billboard would connect to existing electrical lines that run overhead along the perimeter of the property and serve the existing development at the site. The proposed billboard's electrical load of 19 KW is a minor load, and would have a less than significant impact of the utility system. Title 24 of the California Code of Regulations limits energy use for exterior signage in California. Energy efficiency requirements in the California Energy Code (Title 24) as well as dimming requirements for programmable (LED) billboards in the Outdoor Advertising Act would limit the energy demand for the display faces and new off-site electrical infrastructure is not needed to serve each site. In addition, as discussed in Section 4.10, *Hydrology*, the proposed billboard would have a relatively minimal footprint and would not substantially impact storm drain facilities. The proposed billboard would not generate demand for water or sewer service or increase stormwater runoff.

The installation of a billboard at 630 Laurelwood Road would not exceed the capacity of existing utility systems or require the construction of new facilities, the result of which could have adverse environmental effects. **(Less Than Significant Impact)**

4.19.4 Conclusion

The proposed project would not result in significant impacts to utility and service systems. **(Less Than Significant Impact)**

4.20 WILDFIRE

4.20.1 Setting

The project site is not located within moderate, high, or very high FHSZ, as designated by the California Department of Forestry and Fire Protection.[37]

4.20.2 Environmental Checklist and Discussion of Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	1
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒	1, 19
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impact to the environment?	☐	☐	☐	☒	1
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes?	☐	☐	☐	☒	1

4.20.3 Wildfire Impacts

The project site is not located within or near a Very High Fire Hazard Severity Zones for wildfires and does not include habitable structures; therefore, the proposed project would not expose project occupants to a significant wildfire. The proposed project would comply with the applicable fire

[37] *California Fire Hazard Severity Zone (FHSZ) Viewer*. https://egis.fire.ca.gov/FHSZ/. Accessed May 14, 2021.

safety provisions of the California Building Code, as well as standard conditions of approval, thereby reducing the risk of damage from fire.

4.20.4 Conclusion

The proposed project would not result in increased wildfire impacts. **(No Impact)**

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:					
a) Have the potential to degrade the 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?	☐	☒	☐	☐	1-19
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)?	☐	☐	☒	☐	1-19
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	1-19

4.21.1 Project Impacts – Findings

As described in their respective sections of this Initial Study, measures are included in the proposed project to avoid or reduce impacts to a less than significant level. The project would comply with the requirements of Chapter 18.80 *Sign Regulations* of the Santa Clara City Code, the Caltrans Outdoor Advertising Act, and Section 21466.5 of the California Vehicle Code. These regulations set forth design standards for billboards with the primary purpose of minimizing traffic safety hazards. With compliance to these regulations, the proposed LED digital billboard would not create a new source of substantial light or glare and would not create traffic hazards along US 101.

The IS identifies mitigation and avoidance measures to reduce temporary, construction-related impacts to air quality. As described in Section 4.4, *Biological Resources*, with conformance to the mitigation measures identified to protect nesting birds, the project would not result in significant

impacts to wildlife. With implementation of the mitigation measure identified and described in Section 4.5, *Cultural Resources*, the proposed project would not result in significant environmental impacts related to archaeological or historic resources. The IS identifies mitigation measures to reduce potential exposure to hazardous materials. The project would reduce the total number of billboards in Santa Clara, which would improve the aesthetic character of the City. **(Less Than Significant Impact With Mitigation)**

4.21.2 Cumulative Impacts

When viewed in connection with the effects of past, current, and future projects, the proposed project, installation of a new LED digital billboard in an urban, industrial and office area of the City of Santa Clara, would not make a cumulatively considerable contribution to a cumulative environmental impact.

The LED lighting uses in the proposed billboard would meet Title 24 requirements for energy efficiency and would be dimmable to reflect ambient light conditions. The project, due to its size and utilization of energy efficient lighting, would not make a cumulatively considerable contribution to cumulative greenhouse gas emissions or result in an overall impact to local and regional levels of greenhouse gas emissions. The project would not interfere with the City's implementation of its Climate Action Plan or preclude the City or State from meeting emission reduction goals by the horizon year 2035. The project also would not make sizable contributions to air emissions, traffic, or noise. **(Less Than Significant Cumulative Impacts)**

4.21.3 Direct or Indirect Adverse Effects on Human Beings

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, biological resources, cultural resources, and hazardous materials. Implementation of the standard measures and mitigation measures, and adherence to General Plan, the City Code, and State and Federal regulations described in these sections of the report, would avoid significant impacts. No other direct or indirect adverse effects on human beings have been identified. **(Less Than Significant Impact with Mitigation)**

SECTION 5.0 REFERENCES

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

LEAD AGENCY

City of Santa Clara

Tiffany Vien, Assistant Planner

CONSULTANTS

Denise Duffy & Associates, Inc.

Environmental Consultants and Planners

Denise Duffy, Principal
Erin Harwayne, AICP, Senior Project Manager
Robyn Simpson, Assistant Planner/Word Processing
Troy Lawson, Assistant Planner/Graphics

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Appendix A

Pace Analytical Report

ANALYTICAL REPORT

August 21, 2020

Terracon - Sacramento, CA

Sample Delivery Group:	L1250854
Samples Received:	08/14/2020
Project Number:	ND205064
Description:	Santa Clara Billboard
Report To:	Hoda Alinasabbaboli 50 Goldenland Ct Suite 100 Sacramento, CA 95834

Entire Report Reviewed By:

Brian Ford

Brian Ford
Project Manager

Results relate only to the items tested or calibrated and are reported as rounded values. This test report shall not be reproduced, except in full, without written approval of the laboratory. Where applicable, sampling conducted by Pace Analytical National is performed per guidance provided in laboratory standard operating procedures ENV-SOP-MTJL-0067 and ENV-SOP-MTJL-0068. Where sampling conducted by the customer, results relate to the accuracy of the information provided, and as the samples are received.

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CPT-1-GW L1250854-01 GW

Collected by: Marshall Carter
Collected date/time: 08/13/20 10:40
Received date/time: 08/14/20 09:30

Method	Batch	Dilution	Preparation date/time	Analysis date/time	Analyst	Location
Volatile Organic Compounds (GC/MS) by Method 8260B	WG1527703	1	08/18/20 16:47	08/18/20 16:47	ADM	Mt. Juliet, TN

CPT-1-15-16 L1250854-02 Solid

Collected by: Marshall Carter
Collected date/time: 08/13/20 11:30
Received date/time: 08/14/20 09:30

Method	Batch	Dilution	Preparation date/time	Analysis date/time	Analyst	Location
Total Solids by Method 2540 G-2011	WG1528409	1	08/19/20 10:36	08/19/20 10:49	KBC	Mt. Juliet, TN
Volatile Organic Compounds (GC/MS) by Method 8260B	WG1528130	1	08/13/20 11:30	08/18/20 21:58	ACG	Mt. Juliet, TN

1 Cp
2 Tc
3 Ss
4 Cn
5 Ds
6 Sr
7 Qc
8 Gl
9 Al
10 Sc

All sample aliquots were received at the correct temperature, in the proper containers, with the appropriate preservatives, and within method specified holding times, unless qualified or notated within the report. Where applicable, all MDL (LOD) and RDL (LOQ) values reported for environmental samples have been corrected for the dilution factor used in the analysis. All Method and Batch Quality Control are within established criteria except where addressed in this case narrative, a non-conformance form or properly qualified within the sample results. By my digital signature below, I affirm to the best of my knowledge, all problems/anomalies observed by the laboratory as having the potential to affect the quality of the data have been identified by the laboratory, and no information or data have been knowingly withheld that would affect the quality of the data.

Brian Ford

Brian Ford
Project Manager

The remainder of this page intentionally left blank, there are no detections to report for this SDG.

Volatile Organic Compounds (GC/MS) by Method 8260B

Analyte	Result ug/l	Qualifier	MDL ug/l	RDL ug/l	Dilution	Analysis date / time	Batch
Acetone	U		11.3	25.0	1	08/18/2020 16:47	WG1527703
Acrylonitrile	U		0.671	5.00	1	08/18/2020 16:47	WG1527703
Benzene	U		0.0941	0.500	1	08/18/2020 16:47	WG1527703
Bromobenzene	U		0.118	0.500	1	08/18/2020 16:47	WG1527703
Bromodichloromethane	U		0.136	0.500	1	08/18/2020 16:47	WG1527703
Bromochloromethane	U		0.128	0.500	1	08/18/2020 16:47	WG1527703
Bromoform	U		0.129	0.500	1	08/18/2020 16:47	WG1527703
Bromomethane	U		0.605	2.50	1	08/18/2020 16:47	WG1527703
n-Butylbenzene	U		0.157	0.500	1	08/18/2020 16:47	WG1527703
sec-Butylbenzene	U		0.125	0.500	1	08/18/2020 16:47	WG1527703
tert-Butylbenzene	U		0.127	0.500	1	08/18/2020 16:47	WG1527703
Carbon disulfide	U		0.0962	0.500	1	08/18/2020 16:47	WG1527703
Carbon tetrachloride	U		0.128	0.500	1	08/18/2020 16:47	WG1527703
Chlorobenzene	U		0.117	0.500	1	08/18/2020 16:47	WG1527703
Chlorodibromomethane	U		0.140	0.500	1	08/18/2020 16:47	WG1527703
Chloroethane	U		0.192	2.50	1	08/18/2020 16:47	WG1527703
Chloroform	U		0.111	0.500	1	08/18/2020 16:47	WG1527703
Chloromethane	U		0.960	1.25	1	08/18/2020 16:47	WG1527703
2-Chlorotoluene	U		0.106	0.500	1	08/18/2020 16:47	WG1527703
4-Chlorotoluene	U		0.114	0.500	1	08/18/2020 16:47	WG1527703
1,2-Dibromo-3-Chloropropane	U		0.276	2.50	1	08/18/2020 16:47	WG1527703
1,2-Dibromoethane	U		0.126	0.500	1	08/18/2020 16:47	WG1527703
Dibromomethane	U		0.122	0.500	1	08/18/2020 16:47	WG1527703
1,2-Dichlorobenzene	U		0.107	0.500	1	08/18/2020 16:47	WG1527703
1,3-Dichlorobenzene	U		0.299	0.500	1	08/18/2020 16:47	WG1527703
1,4-Dichlorobenzene	U		0.120	0.500	1	08/18/2020 16:47	WG1527703
Dichlorodifluoromethane	U		0.374	2.50	1	08/18/2020 16:47	WG1527703
1,1-Dichloroethane	U		0.100	0.500	1	08/18/2020 16:47	WG1527703
1,2-Dichloroethane	U		0.0819	0.500	1	08/18/2020 16:47	WG1527703
1,1-Dichloroethene	U		0.188	0.500	1	08/18/2020 16:47	WG1527703
cis-1,2-Dichloroethene	U		0.126	0.500	1	08/18/2020 16:47	WG1527703
trans-1,2-Dichloroethene	U		0.149	0.500	1	08/18/2020 16:47	WG1527703
1,2-Dichloropropane	U		0.149	0.500	1	08/18/2020 16:47	WG1527703
1,1-Dichloropropene	U		0.142	0.500	1	08/18/2020 16:47	WG1527703
1,3-Dichloropropane	U		0.109	1.00	1	08/18/2020 16:47	WG1527703
cis-1,3-Dichloropropene	U		0.111	0.500	1	08/18/2020 16:47	WG1527703
trans-1,3-Dichloropropene	U		0.118	0.500	1	08/18/2020 16:47	WG1527703
trans-1,4-Dichloro-2-butene	U		0.467	5.00	1	08/18/2020 16:47	WG1527703
2,2-Dichloropropane	U		0.161	0.500	1	08/18/2020 16:47	WG1527703
Di-isopropyl ether	U		0.105	0.500	1	08/18/2020 16:47	WG1527703
Ethylbenzene	U		0.137	0.500	1	08/18/2020 16:47	WG1527703
Hexachloro-1,3-butadiene	U		0.337	1.00	1	08/18/2020 16:47	WG1527703
2-Hexanone	U		0.787	5.00	1	08/18/2020 16:47	WG1527703
Isopropylbenzene	U		0.105	0.500	1	08/18/2020 16:47	WG1527703
p-Isopropyltoluene	U		0.120	0.500	1	08/18/2020 16:47	WG1527703
2-Butanone (MEK)	U		1.19	5.00	1	08/18/2020 16:47	WG1527703
Methylene Chloride	U		0.430	2.50	1	08/18/2020 16:47	WG1527703
4-Methyl-2-pentanone (MIBK)	U		0.478	5.00	1	08/18/2020 16:47	WG1527703
Methyl tert-butyl ether	U		0.101	0.500	1	08/18/2020 16:47	WG1527703
Naphthalene	U		0.174	2.50	1	08/18/2020 16:47	WG1527703
n-Propylbenzene	U		0.0993	0.500	1	08/18/2020 16:47	WG1527703
Styrene	U		0.118	0.500	1	08/18/2020 16:47	WG1527703
1,1,1,2-Tetrachloroethane	U		0.147	0.500	1	08/18/2020 16:47	WG1527703
1,1,2,2-Tetrachloroethane	U		0.133	0.500	1	08/18/2020 16:47	WG1527703
1,1,2-Trichlorotrifluoroethane	U		0.180	0.500	1	08/18/2020 16:47	WG1527703
Tetrachloroethene	U		0.300	0.500	1	08/18/2020 16:47	WG1527703

Volatile Organic Compounds (GC/MS) by Method 8260B

Analyte	Result ug/l	Qualifier	MDL ug/l	RDL ug/l	Dilution	Analysis date / time	Batch
Tetrahydrofuran	U		0.929	5.00	1	08/18/2020 16:47	WG1527703
Toluene	U		0.278	0.500	1	08/18/2020 16:47	WG1527703
1,2,3-Trichlorobenzene	U		0.164	0.500	1	08/18/2020 16:47	WG1527703
1,2,4-Trichlorobenzene	U		0.481	1.00	1	08/18/2020 16:47	WG1527703
1,1,1-Trichloroethane	U		0.149	0.500	1	08/18/2020 16:47	WG1527703
1,1,2-Trichloroethane	U		0.158	0.500	1	08/18/2020 16:47	WG1527703
Trichloroethene	U		0.190	0.500	1	08/18/2020 16:47	WG1527703
Trichlorofluoromethane	U		0.160	2.50	1	08/18/2020 16:47	WG1527703
1,2,3-Trichloropropane	U		0.237	2.50	1	08/18/2020 16:47	WG1527703
1,2,4-Trimethylbenzene	U		0.322	0.500	1	08/18/2020 16:47	WG1527703
1,3,5-Trimethylbenzene	U		0.104	0.500	1	08/18/2020 16:47	WG1527703
Vinyl chloride	U		0.234	0.500	1	08/18/2020 16:47	WG1527703
m&p-Xylenes	U		0.430	1.00	1	08/18/2020 16:47	WG1527703
o-Xylene	U		0.174	0.500	1	08/18/2020 16:47	WG1527703
Xylenes, Total	U		0.174	1.50	1	08/18/2020 16:47	WG1527703
(S) Toluene-d8	*101*			*80.0-120*		*08/18/2020 16:47*	WG1527703
(S) 4-Bromofluorobenzene	*95.6*			*77.0-126*		*08/18/2020 16:47*	WG1527703
(S) 1,2-Dichloroethane-d4	*106*			*70.0-130*		*08/18/2020 16:47*	WG1527703

Total Solids by Method 2540 G-2011

Analyte	Result %	Qualifier	Dilution	Analysis date / time	Batch
Total Solids	84.1		1	08/19/2020 10:49	WG1528409

Volatile Organic Compounds (GC/MS) by Method 8260B

Analyte	Result (dry) mg/kg	Qualifier	MDL (dry) mg/kg	RDL (dry) mg/kg	Dilution	Analysis date / time	Batch
Acetone	U		0.0533	0.0730	1	08/18/2020 21:58	WG1528130
Acrylonitrile	U		0.00527	0.0182	1	08/18/2020 21:58	WG1528130
Benzene	U		0.000681	0.00146	1	08/18/2020 21:58	WG1528130
Bromobenzene	U		0.00131	0.0182	1	08/18/2020 21:58	WG1528130
Bromochloromethane	U		0.000823	0.00730	1	08/18/2020 21:58	WG1528130
Bromodichloromethane	U		0.00106	0.00365	1	08/18/2020 21:58	WG1528130
Bromoform	U		0.00171	0.0365	1	08/18/2020 21:58	WG1528130
Bromomethane	U		0.00287	0.0182	1	08/18/2020 21:58	WG1528130
n-Butylbenzene	U		0.00766	0.0182	1	08/18/2020 21:58	WG1528130
sec-Butylbenzene	U		0.00420	0.0182	1	08/18/2020 21:58	WG1528130
tert-Butylbenzene	U		0.00285	0.00730	1	08/18/2020 21:58	WG1528130
Carbon tetrachloride	U		0.00131	0.00730	1	08/18/2020 21:58	WG1528130
Chlorobenzene	U		0.000306	0.00365	1	08/18/2020 21:58	WG1528130
Chlorodibromomethane	U		0.000893	0.00365	1	08/18/2020 21:58	WG1528130
Chloroethane	U		0.00248	0.00730	1	08/18/2020 21:58	WG1528130
Chloroform	U		0.00150	0.00365	1	08/18/2020 21:58	WG1528130
Chloromethane	U		0.00635	0.0182	1	08/18/2020 21:58	WG1528130
2-Chlorotoluene	U		0.00126	0.00365	1	08/18/2020 21:58	WG1528130
4-Chlorotoluene	U		0.000657	0.00730	1	08/18/2020 21:58	WG1528130
1,2-Dibromo-3-Chloropropane	U		0.00569	0.0365	1	08/18/2020 21:58	WG1528130
1,2-Dibromoethane	U		0.000946	0.00365	1	08/18/2020 21:58	WG1528130
Dibromomethane	U		0.00109	0.00730	1	08/18/2020 21:58	WG1528130
1,2-Dichlorobenzene	U	J4	0.000620	0.00730	1	08/18/2020 21:58	WG1528130
1,3-Dichlorobenzene	U		0.000875	0.00730	1	08/18/2020 21:58	WG1528130
1,4-Dichlorobenzene	U		0.00102	0.00730	1	08/18/2020 21:58	WG1528130
Dichlorodifluoromethane	U		0.00235	0.00365	1	08/18/2020 21:58	WG1528130
1,1-Dichloroethane	U		0.000716	0.00365	1	08/18/2020 21:58	WG1528130
1,2-Dichloroethane	U		0.000947	0.00365	1	08/18/2020 21:58	WG1528130
1,1-Dichloroethene	U		0.000884	0.00365	1	08/18/2020 21:58	WG1528130
cis-1,2-Dichloroethene	U		0.00107	0.00365	1	08/18/2020 21:58	WG1528130
trans-1,2-Dichloroethene	U		0.00152	0.00730	1	08/18/2020 21:58	WG1528130
1,2-Dichloropropane	U		0.00207	0.00730	1	08/18/2020 21:58	WG1528130
1,1-Dichloropropene	U		0.00118	0.00365	1	08/18/2020 21:58	WG1528130
1,3-Dichloropropane	U		0.000731	0.00730	1	08/18/2020 21:58	WG1528130
cis-1,3-Dichloropropene	U		0.00110	0.00365	1	08/18/2020 21:58	WG1528130
trans-1,3-Dichloropropene	U		0.00166	0.00730	1	08/18/2020 21:58	WG1528130
2,2-Dichloropropane	U		0.00201	0.00365	1	08/18/2020 21:58	WG1528130
Di-isopropyl ether	U		0.000598	0.00146	1	08/18/2020 21:58	WG1528130
Ethylbenzene	U		0.00108	0.00365	1	08/18/2020 21:58	WG1528130
2-Hexanone	U		0.00490	0.0365	1	08/18/2020 21:58	WG1528130
Hexachloro-1,3-butadiene	U		0.00875	0.0365	1	08/18/2020 21:58	WG1528130
Isopropylbenzene	U		0.000620	0.00365	1	08/18/2020 21:58	WG1528130
p-Isopropyltoluene	U		0.00372	0.00730	1	08/18/2020 21:58	WG1528130
2-Butanone (MEK)	U		0.0927	0.146	1	08/18/2020 21:58	WG1528130
Methylene Chloride	U		0.00969	0.0365	1	08/18/2020 21:58	WG1528130
4-Methyl-2-pentanone (MIBK)	U		0.00333	0.0365	1	08/18/2020 21:58	WG1528130
Methyl tert-butyl ether	U		0.000511	0.00146	1	08/18/2020 21:58	WG1528130
Naphthalene	U		0.00712	0.0182	1	08/18/2020 21:58	WG1528130
n-Propylbenzene	U		0.00139	0.00730	1	08/18/2020 21:58	WG1528130
Styrene	U		0.000334	0.0182	1	08/18/2020 21:58	WG1528130

Volatile Organic Compounds (GC/MS) by Method 8260B

Analyte	Result (dry) mg/kg	Qualifier	MDL (dry) mg/kg	RDL (dry) mg/kg	Dilution	Analysis date / time	Batch
1,1,1,2-Tetrachloroethane	U		0.00138	0.00365	1	08/18/2020 21:58	WG1528130
1,1,2,2-Tetrachloroethane	U		0.00101	0.00365	1	08/18/2020 21:58	WG1528130
1,1,2-Trichlorotrifluoroethane	U		0.00110	0.00365	1	08/18/2020 21:58	WG1528130
Tetrachloroethene	U		0.00131	0.00365	1	08/18/2020 21:58	WG1528130
Toluene	U		0.00190	0.00730	1	08/18/2020 21:58	WG1528130
1,2,3-Trichlorobenzene	U		0.0107	0.0182	1	08/18/2020 21:58	WG1528130
1,2,4-Trichlorobenzene	U		0.00642	0.0182	1	08/18/2020 21:58	WG1528130
1,1,1-Trichloroethane	U		0.00135	0.00365	1	08/18/2020 21:58	WG1528130
1,1,2-Trichloroethane	U		0.000871	0.00365	1	08/18/2020 21:58	WG1528130
Trichloroethene	U		0.000852	0.00146	1	08/18/2020 21:58	WG1528130
Tetrahydrofuran	U		0.00514	0.0182	1	08/18/2020 21:58	WG1528130
Trichlorofluoromethane	U		0.00121	0.00365	1	08/18/2020 21:58	WG1528130
1,2,3-Trichloropropane	U		0.00236	0.0182	1	08/18/2020 21:58	WG1528130
1,2,4-Trimethylbenzene	U		0.00231	0.00730	1	08/18/2020 21:58	WG1528130
1,3,5-Trimethylbenzene	U		0.00292	0.00730	1	08/18/2020 21:58	WG1528130
Vinyl chloride	U		0.00169	0.00365	1	08/18/2020 21:58	WG1528130
o-Xylene	U		0.00128	0.00365	1	08/18/2020 21:58	WG1528130
m&p-Xylene	U		0.00277	0.00584	1	08/18/2020 21:58	WG1528130
Xylenes, Total	U		0.00128	0.00948	1	08/18/2020 21:58	WG1528130
(S) Toluene-d8	*102*			*75.0-131*		*08/18/2020 21:58*	WG1528130
(S) 4-Bromofluorobenzene	*99.9*			*67.0-138*		*08/18/2020 21:58*	WG1528130
(S) 1,2-Dichloroethane-d4	*94.6*			*70.0-130*		*08/18/2020 21:58*	WG1528130

Method Blank (MB)

(MB) R3561740-1 08/19/20 10:49

Analyte	MB Result %	MB Qualifier	MB MDL %	MB RDL %
Total Solids	0.000			

L1250840-06 Original Sample (OS) • Duplicate (DUP)

(OS) L1250840-06 08/19/20 10:49 • (DUP) R3561740-3 08/19/20 10:49

Analyte	Original Result %	DUP Result %	Dilution	DUP RPD %	DUP Qualifier	DUP RPD Limits %
Total Solids	85.0	84.0	1	1.22		10

Laboratory Control Sample (LCS)

(LCS) R3561740-2 08/19/20 10:49

Analyte	Spike Amount %	LCS Result %	LCS Rec. %	Rec. Limits %	LCS Qualifier
Total Solids	50.0	50.0	100	85.0-115	

Method Blank (MB)

(MB) R3561028-2 08/18/20 09:00

Analyte	MB Result ug/l	MB Qualifier	MB MDL ug/l	MB RDL ug/l
Acetone	U		11.3	25.0
Acrylonitrile	U		0.671	5.00
Benzene	U		0.0941	0.500
Bromobenzene	U		0.118	0.500
Bromodichloromethane	U		0.136	0.500
Bromochloromethane	U		0.128	0.500
Bromoform	U		0.129	0.500
Bromomethane	U		0.605	2.50
n-Butylbenzene	U		0.157	0.500
sec-Butylbenzene	U		0.125	0.500
tert-Butylbenzene	U		0.127	0.500
Carbon disulfide	U		0.0962	0.500
Carbon tetrachloride	U		0.128	0.500
Chlorobenzene	U		0.117	0.500
Chlorodibromomethane	U		0.140	0.500
Chloroethane	U		0.192	2.50
Chloroform	U		0.111	0.500
Chloromethane	U		0.960	1.25
2-Chlorotoluene	U		0.106	0.500
4-Chlorotoluene	U		0.114	0.500
1,2-Dibromo-3-Chloropropane	U		0.276	2.50
1,2-Dibromoethane	U		0.126	0.500
Dibromomethane	U		0.122	0.500
1,2-Dichlorobenzene	U		0.107	0.500
1,3-Dichlorobenzene	U		0.299	0.500
1,4-Dichlorobenzene	U		0.120	0.500
trans-1,4-Dichloro-2-butene	U		0.467	5.00
Dichlorodifluoromethane	U		0.374	2.50
1,1-Dichloroethane	U		0.100	0.500
1,2-Dichloroethane	U		0.0819	0.500
1,1-Dichloroethene	U		0.188	0.500
cis-1,2-Dichloroethene	U		0.126	0.500
trans-1,2-Dichloroethene	U		0.149	0.500
1,2-Dichloropropane	U		0.149	0.500
1,1-Dichloropropene	U		0.142	0.500
1,3-Dichloropropane	U		0.109	1.00
cis-1,3-Dichloropropene	U		0.111	0.500
trans-1,3-Dichloropropene	U		0.118	0.500
2,2-Dichloropropane	U		0.161	0.500
Di-isopropyl ether	U		0.105	0.500

Method Blank (MB)

(MB) R3561028-2 08/18/20 09:00

Analyte	MB Result ug/l	MB Qualifier	MB MDL ug/l	MB RDL ug/l
Ethylbenzene	U		0.137	0.500
Hexachloro-1,3-butadiene	U		0.337	1.00
2-Hexanone	U		0.787	5.00
Isopropylbenzene	U		0.105	0.500
p-Isopropyltoluene	U		0.120	0.500
2-Butanone (MEK)	U		1.19	5.00
Methylene Chloride	U		0.430	2.50
4-Methyl-2-pentanone (MIBK)	U		0.478	5.00
Methyl tert-butyl ether	U		0.101	0.500
Naphthalene	U		0.174	2.50
n-Propylbenzene	U		0.0993	0.500
Styrene	U		0.118	0.500
1,1,1,2-Tetrachloroethane	U		0.147	0.500
1,1,2,2-Tetrachloroethane	U		0.133	0.500
Tetrachloroethene	U		0.300	0.500
Tetrahydrofuran	U		0.929	5.00
Toluene	U		0.278	0.500
1,1,2-Trichlorotrifluoroethane	U		0.180	0.500
1,2,3-Trichlorobenzene	U		0.164	0.500
1,2,4-Trichlorobenzene	U		0.481	1.00
1,1,1-Trichloroethane	U		0.149	0.500
1,1,2-Trichloroethane	U		0.158	0.500
Trichloroethene	U		0.190	0.500
Trichlorofluoromethane	U		0.160	2.50
1,2,3-Trichloropropane	U		0.237	2.50
1,2,4-Trimethylbenzene	U		0.322	0.500
1,3,5-Trimethylbenzene	U		0.104	0.500
Vinyl chloride	U		0.234	0.500
Xylenes, Total	U		0.174	1.50
o-Xylene	U		0.174	0.500
m&p-Xylenes	U		0.430	1.00
(S) Toluene-d8	*103*			*80.0-120*
(S) 4-Bromofluorobenzene	*99.0*			*77.0-126*
(S) 1,2-Dichloroethane-d4	*105*			*70.0-130*

Laboratory Control Sample (LCS)

(LCS) R3561028-1 08/18/20 07:55

Analyte	Spike Amount ug/l	LCS Result ug/l	LCS Rec. %	Rec. Limits %	LCS Qualifier
Acetone	25.0	31.8	127	19.0-160	
Acrylonitrile	25.0	27.9	112	55.0-149	
Benzene	5.00	4.89	97.8	70.0-123	
Bromobenzene	5.00	4.94	98.8	73.0-121	
Bromodichloromethane	5.00	5.15	103	75.0-120	
Bromochloromethane	5.00	5.27	105	76.0-122	
Bromoform	5.00	5.46	109	68.0-132	
Bromomethane	5.00	5.12	102	10.0-160	
n-Butylbenzene	5.00	5.24	105	73.0-125	
sec-Butylbenzene	5.00	5.21	104	75.0-125	
tert-Butylbenzene	5.00	5.21	104	76.0-124	
Carbon disulfide	5.00	4.70	94.0	61.0-128	
Carbon tetrachloride	5.00	4.88	97.6	68.0-126	
Chlorobenzene	5.00	4.90	98.0	80.0-121	
Chlorodibromomethane	5.00	5.58	112	77.0-125	
Chloroethane	5.00	5.28	106	47.0-150	
Chloroform	5.00	5.01	100	73.0-120	
Chloromethane	5.00	6.66	133	41.0-142	
2-Chlorotoluene	5.00	4.91	98.2	76.0-123	
4-Chlorotoluene	5.00	5.22	104	75.0-122	
1,2-Dibromo-3-Chloropropane	5.00	5.45	109	58.0-134	
1,2-Dibromoethane	5.00	5.55	111	80.0-122	
Dibromomethane	5.00	5.26	105	80.0-120	
1,2-Dichlorobenzene	5.00	5.51	110	79.0-121	
1,3-Dichlorobenzene	5.00	5.33	107	79.0-120	
1,4-Dichlorobenzene	5.00	5.00	100	79.0-120	
trans-1,4-Dichloro-2-butene	5.00	4.81	96.2	33.0-144	
Dichlorodifluoromethane	5.00	5.99	120	51.0-149	
1,1-Dichloroethane	5.00	5.02	100	70.0-126	
1,2-Dichloroethane	5.00	5.05	101	70.0-128	
1,1-Dichloroethene	5.00	4.77	95.4	71.0-124	
cis-1,2-Dichloroethene	5.00	5.03	101	73.0-120	
trans-1,2-Dichloroethene	5.00	4.82	96.4	73.0-120	
1,2-Dichloropropane	5.00	5.31	106	77.0-125	
1,1-Dichloropropene	5.00	4.91	98.2	74.0-126	
1,3-Dichloropropane	5.00	5.23	105	80.0-120	
cis-1,3-Dichloropropene	5.00	5.20	104	80.0-123	
trans-1,3-Dichloropropene	5.00	5.29	106	78.0-124	
2,2-Dichloropropane	5.00	5.32	106	58.0-130	
Di-isopropyl ether	5.00	5.13	103	58.0-138	

Laboratory Control Sample (LCS)

(LCS) R3561028-1 08/18/20 07:55

Analyte	Spike Amount ug/l	LCS Result ug/l	LCS Rec. %	Rec. Limits %	LCS Qualifier
Ethylbenzene	5.00	5.00	100	79.0-123	
Hexachloro-1,3-butadiene	5.00	5.51	110	54.0-138	
2-Hexanone	25.0	26.3	105	67.0-149	
Isopropylbenzene	5.00	5.26	105	76.0-127	
p-Isopropyltoluene	5.00	5.10	102	76.0-125	
2-Butanone (MEK)	25.0	27.6	110	44.0-160	
Methylene Chloride	5.00	5.16	103	67.0-120	
4-Methyl-2-pentanone (MIBK)	25.0	27.1	108	68.0-142	
Methyl tert-butyl ether	5.00	5.03	101	68.0-125	
Naphthalene	5.00	4.62	92.4	54.0-135	
n-Propylbenzene	5.00	4.94	98.8	77.0-124	
Styrene	5.00	5.04	101	73.0-130	
1,1,1,2-Tetrachloroethane	5.00	5.33	107	75.0-125	
1,1,2,2-Tetrachloroethane	5.00	5.34	107	65.0-130	
Tetrachloroethene	5.00	5.03	101	72.0-132	
Tetrahydrofuran	5.00	5.63	113	41.0-146	
Toluene	5.00	5.14	103	79.0-120	
1,1,2-Trichlorotrifluoroethane	5.00	4.88	97.6	69.0-132	
1,2,3-Trichlorobenzene	5.00	5.02	100	50.0-138	
1,2,4-Trichlorobenzene	5.00	5.36	107	57.0-137	
1,1,1-Trichloroethane	5.00	4.94	98.8	73.0-124	
1,1,2-Trichloroethane	5.00	5.28	106	80.0-120	
Trichloroethene	5.00	4.79	95.8	78.0-124	
Trichlorofluoromethane	5.00	4.68	93.6	59.0-147	
1,2,3-Trichloropropane	5.00	5.47	109	73.0-130	
1,2,4-Trimethylbenzene	5.00	5.36	107	76.0-121	
1,3,5-Trimethylbenzene	5.00	5.09	102	76.0-122	
Vinyl chloride	5.00	5.09	102	67.0-131	
Xylenes, Total	15.0	15.4	103	79.0-123	
o-Xylene	5.00	5.07	101	80.0-122	
m&p-Xylenes	10.0	10.3	103	80.0-122	
(S) Toluene-d8			*101*	*80.0-120*	
(S) 4-Bromofluorobenzene			*101*	*77.0-126*	
(S) 1,2-Dichloroethane-d4			*102*	*70.0-130*	

L1249199-55 Original Sample (OS) • Matrix Spike (MS) • Matrix Spike Duplicate (MSD)

(OS) L1249199-55 08/18/20 12:49 • (MS) R3561028-3 08/18/20 18:57 • (MSD) R3561028-4 08/18/20 19:18

Analyte	Spike Amount ug/l	Original Result ug/l	MS Result ug/l	MSD Result ug/l	MS Rec. %	MSD Rec. %	Dilution	Rec. Limits %	MS Qualifier	MSD Qualifier	RPD %	RPD Limits %
Acetone	25.0	U	34.3	38.9	137	156	1	10.0-160			12.6	35
Acrylonitrile	25.0	U	30.1	33.2	120	133	1	21.0-160			9.79	32
Benzene	5.00	U	4.41	5.87	88.2	117	1	17.0-158		J3	28.4	27
Bromobenzene	5.00	U	4.54	5.61	90.8	112	1	30.0-149			21.1	28
Bromodichloromethane	5.00	U	4.75	6.03	95.0	121	1	31.0-150			23.7	27
Bromoform	5.00	U	5.23	6.20	105	124	1	29.0-150			17.0	29
Bromomethane	5.00	U	4.79	6.54	95.8	131	1	10.0-160			30.9	38
n-Butylbenzene	5.00	U	4.73	6.07	94.6	121	1	31.0-150			24.8	30
sec-Butylbenzene	5.00	U	4.74	6.19	94.8	124	1	33.0-155			26.5	29
tert-Butylbenzene	5.00	U	4.61	6.13	92.2	123	1	34.0-153		J3	28.3	28
Carbon disulfide	5.00	U	4.49	6.24	89.8	125	1	10.0-156		J3	32.6	28
Carbon tetrachloride	5.00	U	4.64	6.46	92.8	129	1	23.0-159		J3	32.8	28
Chlorobenzene	5.00	U	4.41	5.58	88.2	112	1	33.0-152			23.4	27
Chlorodibromomethane	5.00	U	5.19	6.40	104	128	1	37.0-149			20.9	27
Chloroethane	5.00	U	5.40	7.15	108	143	1	10.0-160			27.9	30
Chloroform	5.00	0.770	5.50	6.86	94.6	122	1	29.0-154			22.0	28
Chloromethane	5.00	U	7.33	9.61	147	192	1	10.0-160		J5	26.9	29
2-Chlorotoluene	5.00	U	4.41	5.62	88.2	112	1	32.0-153			24.1	28
4-Chlorotoluene	5.00	U	4.75	5.86	95.0	117	1	32.0-150			20.9	28
1,2-Dibromo-3-Chloropropane	5.00	U	5.86	6.33	117	127	1	22.0-151			7.71	34
1,2-Dibromoethane	5.00	U	5.20	6.20	104	124	1	34.0-147			17.5	27
Dibromomethane	5.00	U	4.81	5.93	96.2	119	1	30.0-151			20.9	27
1,2-Dichlorobenzene	5.00	U	5.06	6.21	101	124	1	34.0-149			20.4	28
1,3-Dichlorobenzene	5.00	U	4.80	6.00	96.0	120	1	36.0-146			22.2	27
1,4-Dichlorobenzene	5.00	U	4.63	5.72	92.6	114	1	35.0-142			21.1	27
Dichlorodifluoromethane	5.00	U	5.65	8.24	113	165	1	10.0-160		J3 J5	37.3	29
1,1-Dichloroethane	5.00	U	4.69	6.12	93.8	122	1	25.0-158			26.5	27
1,2-Dichloroethane	5.00	U	4.85	5.87	97.0	117	1	29.0-151			19.0	27
1,1-Dichloroethene	5.00	U	4.81	6.22	96.2	124	1	11.0-160			25.6	29
cis-1,2-Dichloroethene	5.00	2.12	6.70	7.95	91.6	117	1	10.0-160			17.1	27
trans-1,2-Dichloroethene	5.00	U	4.59	5.99	91.8	120	1	17.0-153			26.5	27
1,2-Dichloropropane	5.00	U	4.63	6.10	92.6	122	1	30.0-156		J3	27.4	27
1,1-Dichloropropene	5.00	U	4.53	6.29	90.6	126	1	25.0-158		J3	32.5	27
Bromochloromethane	5.00	U	4.79	5.88	95.8	118	1	38.0-142			20.4	26
1,3-Dichloropropane	5.00	U	4.81	5.89	96.2	118	1	38.0-147			20.2	27
cis-1,3-Dichloropropene	5.00	U	4.39	5.61	87.8	112	1	34.0-149			24.4	28
trans-1,3-Dichloropropene	5.00	U	4.96	6.09	99.2	122	1	32.0-149			20.5	28
2,2-Dichloropropane	5.00	U	4.41	5.83	88.2	117	1	24.0-152			27.7	29
Di-isopropyl ether	5.00	U	4.99	6.24	99.8	125	1	21.0-160			22.3	28
Ethylbenzene	5.00	U	4.61	5.99	92.2	120	1	30.0-155			26.0	27

L1249199-55 Original Sample (OS) • Matrix Spike (MS) • Matrix Spike Duplicate (MSD)

(OS) L1249199-55 08/18/20 12:49 • (MS) R3561028-3 08/18/20 18:57 • (MSD) R3561028-4 08/18/20 19:18

Analyte	Spike Amount ug/l	Original Result ug/l	MS Result ug/l	MSD Result ug/l	MS Rec. %	MSD Rec. %	Dilution	Rec. Limits %	MS Qualifier	MSD Qualifier	RPD %	RPD Limits %
Hexachloro-1,3-butadiene	5.00	U	4.70	6.24	94.0	125	1	20.0-154			28.2	34
2-Hexanone	25.0	U	28.9	32.6	116	130	1	21.0-160			12.0	29
Isopropylbenzene	5.00	U	4.80	6.27	96.0	125	1	28.0-157			26.6	27
p-Isopropyltoluene	5.00	U	4.57	5.96	91.4	119	1	30.0-154			26.4	29
2-Butanone (MEK)	25.0	U	30.3	34.5	121	138	1	10.0-160			13.0	32
Methylene Chloride	5.00	U	4.48	5.96	89.6	119	1	23.0-144		J3	28.4	28
4-Methyl-2-pentanone (MIBK)	25.0	U	30.1	33.4	120	134	1	29.0-160			10.4	29
Methyl tert-butyl ether	5.00	U	5.19	6.17	104	123	1	28.0-150			17.3	29
Naphthalene	5.00	U	5.08	6.24	102	125	1	12.0-156			20.5	35
n-Propylbenzene	5.00	U	4.48	5.71	89.6	114	1	31.0-154			24.1	28
Styrene	5.00	U	4.70	5.91	94.0	118	1	33.0-155			22.8	28
1,1,1,2-Tetrachloroethane	5.00	U	4.83	5.98	96.6	120	1	36.0-151			21.3	29
1,1,2,2-Tetrachloroethane	5.00	U	5.55	6.18	111	124	1	33.0-150			10.7	28
Tetrachloroethene	5.00	35.6	39.3	40.9	74.0	106	1	10.0-160			3.99	27
m&p-Xylenes	10.0	U	9.28	12.2	92.8	122	1	43.0-146		J3	27.2	26
Toluene	5.00	U	4.53	5.93	90.6	119	1	26.0-154			26.8	28
1,1,2-Trichlorotrifluoroethane	5.00	U	4.95	6.75	99.0	135	1	23.0-160		J3	30.8	30
1,2,3-Trichlorobenzene	5.00	U	5.30	7.09	106	142	1	17.0-150			28.9	36
1,2,4-Trichlorobenzene	5.00	U	4.86	6.27	97.2	125	1	24.0-150			25.3	33
1,1,1-Trichloroethane	5.00	U	4.68	6.37	93.6	127	1	23.0-160		J3	30.6	28
1,1,2-Trichloroethane	5.00	U	5.08	5.85	102	117	1	35.0-147			14.1	27
Trichloroethene	5.00	1.15	5.42	6.79	85.4	113	1	10.0-160			22.4	25
Trichlorofluoromethane	5.00	U	5.06	7.75	101	155	1	17.0-160		J3	42.0	31
1,2,3-Trichloropropane	5.00	U	5.46	6.15	109	123	1	34.0-151			11.9	29
1,2,4-Trimethylbenzene	5.00	U	4.85	6.15	97.0	123	1	26.0-154			23.6	27
1,3,5-Trimethylbenzene	5.00	U	4.58	5.98	91.6	120	1	28.0-153			26.5	27
o-Xylene	5.00	U	4.54	5.80	90.8	116	1	45.0-144			24.4	26
Vinyl chloride	5.00	U	5.62	7.82	112	156	1	10.0-160		J3	32.7	27
Xylenes, Total	15.0	U	13.8	18.0	92.0	120	1	29.0-154			26.4	28
Tetrahydrofuran	5.00	U	5.66	6.75	113	135	1	12.0-156			17.6	27
trans-1,4-Dichloro-2-butene	5.00	U	4.69	6.26	93.8	125	1	10.0-157			28.7	37
(S) Toluene-d8					*98.1*	*97.6*		*80.0-120*				
(S) 4-Bromofluorobenzene					*101*	*100*		*77.0-126*				
(S) 1,2-Dichloroethane-d4					*104*	*105*		*70.0-130*				

Method Blank (MB)

(MB) R3561482-2 08/18/20 14:58

Analyte	MB Result mg/kg	MB Qualifier	MB MDL mg/kg	MB RDL mg/kg
Acetone	U		0.0365	0.0500
Acrylonitrile	U		0.00361	0.0125
Benzene	U		0.000467	0.00100
Bromobenzene	U		0.000900	0.0125
Bromodichloromethane	U		0.000725	0.00250
Bromochloromethane	U		0.000564	0.00500
Bromoform	U		0.00117	0.0250
Bromomethane	U		0.00197	0.0125
n-Butylbenzene	U		0.00525	0.0125
sec-Butylbenzene	U		0.00288	0.0125
tert-Butylbenzene	U		0.00195	0.00500
Carbon tetrachloride	U		0.000898	0.00500
Chlorobenzene	U		0.000210	0.00250
Chlorodibromomethane	U		0.000612	0.00250
Chloroethane	U		0.00170	0.00500
Chloroform	U		0.00103	0.00250
Chloromethane	U		0.00435	0.0125
2-Chlorotoluene	U		0.000865	0.00250
4-Chlorotoluene	U		0.000450	0.00500
1,2-Dibromo-3-Chloropropane	U		0.00390	0.0250
1,2-Dibromoethane	U		0.000648	0.00250
Dibromomethane	U		0.000750	0.00500
1,2-Dichlorobenzene	U		0.000425	0.00500
1,3-Dichlorobenzene	U		0.000600	0.00500
1,4-Dichlorobenzene	U		0.000700	0.00500
Dichlorodifluoromethane	U		0.00161	0.00250
1,1-Dichloroethane	U		0.000491	0.00250
1,2-Dichloroethane	U		0.000649	0.00250
1,1-Dichloroethene	U		0.000606	0.00250
cis-1,2-Dichloroethene	U		0.000734	0.00250
trans-1,2-Dichloroethene	U		0.00104	0.00500
1,2-Dichloropropane	U		0.00142	0.00500
1,1-Dichloropropene	U		0.000809	0.00250
1,3-Dichloropropane	U		0.000501	0.00500
cis-1,3-Dichloropropene	U		0.000757	0.00250
trans-1,3-Dichloropropene	U		0.00114	0.00500
2,2-Dichloropropane	U		0.00138	0.00250
Di-isopropyl ether	U		0.000410	0.00100
Ethylbenzene	U		0.000737	0.00250
Hexachloro-1,3-butadiene	0.0124	J	0.00600	0.0250

Method Blank (MB)

(MB) R3561482-2 08/18/20 14:58

Analyte	MB Result mg/kg	MB Qualifier	MB MDL mg/kg	MB RDL mg/kg
2-Hexanone	U		0.00336	0.0250
Isopropylbenzene	U		0.000425	0.00250
p-Isopropyltoluene	U		0.00255	0.00500
2-Butanone (MEK)	U		0.0635	0.100
Methylene Chloride	0.00825	J	0.00664	0.0250
4-Methyl-2-pentanone (MIBK)	U		0.00228	0.0250
Methyl tert-butyl ether	U		0.000350	0.00100
Naphthalene	U		0.00488	0.0125
n-Propylbenzene	U		0.000950	0.00500
Styrene	U		0.000229	0.0125
1,1,1,2-Tetrachloroethane	U		0.000948	0.00250
1,1,2,2-Tetrachloroethane	U		0.000695	0.00250
Tetrachloroethene	U		0.000896	0.00250
Tetrahydrofuran	U		0.00352	0.0125
Toluene	U		0.00130	0.00500
1,1,2-Trichlorotrifluoroethane	U		0.000754	0.00250
1,2,3-Trichlorobenzene	U		0.00733	0.0125
1,2,4-Trichlorobenzene	U		0.00440	0.0125
1,1,1-Trichloroethane	U		0.000923	0.00250
1,1,2-Trichloroethane	U		0.000597	0.00250
Trichloroethene	U		0.000584	0.00100
Trichlorofluoromethane	U		0.000827	0.00250
1,2,3-Trichloropropane	U		0.00162	0.0125
1,2,4-Trimethylbenzene	U		0.00158	0.00500
1,3,5-Trimethylbenzene	U		0.00200	0.00500
Vinyl chloride	U		0.00116	0.00250
Xylenes, Total	U		0.000880	0.00650
o-Xylene	U		0.000880	0.00250
m&p-Xylenes	U		0.00190	0.00400
(S) Toluene-d8	*103*			*75.0-131*
(S) 4-Bromofluorobenzene	*96.3*			*67.0-138*
(S) 1,2-Dichloroethane-d4	*94.1*			*70.0-130*

Laboratory Control Sample (LCS)

(LCS) R3561482-1 08/18/20 13:56

Analyte	Spike Amount mg/kg	LCS Result mg/kg	LCS Rec. %	Rec. Limits %	LCS Qualifier
Acetone	0.625	0.636	102	10.0-160	
Acrylonitrile	0.625	0.629	101	45.0-153	
Benzene	0.125	0.136	109	70.0-123	
Bromobenzene	0.125	0.141	113	73.0-121	
Bromodichloromethane	0.125	0.143	114	73.0-121	
Bromochloromethane	0.125	0.122	97.6	77.0-128	
Bromoform	0.125	0.125	100	64.0-132	
Bromomethane	0.125	0.120	96.0	56.0-147	
n-Butylbenzene	0.125	0.131	105	68.0-135	
sec-Butylbenzene	0.125	0.127	102	74.0-130	
tert-Butylbenzene	0.125	0.121	96.8	75.0-127	
Carbon tetrachloride	0.125	0.121	96.8	66.0-128	
Chlorobenzene	0.125	0.123	98.4	76.0-128	
Chlorodibromomethane	0.125	0.155	124	74.0-127	
Chloroethane	0.125	0.124	99.2	61.0-134	
Chloroform	0.125	0.130	104	72.0-123	
Chloromethane	0.125	0.127	102	51.0-138	
2-Chlorotoluene	0.125	0.124	99.2	75.0-124	
4-Chlorotoluene	0.125	0.121	96.8	75.0-124	
1,2-Dibromo-3-Chloropropane	0.125	0.122	97.6	59.0-130	
1,2-Dibromoethane	0.125	0.149	119	74.0-128	
Dibromomethane	0.125	0.134	107	75.0-122	
1,2-Dichlorobenzene	0.125	0.157	126	76.0-124	J4
1,3-Dichlorobenzene	0.125	0.138	110	76.0-125	
1,4-Dichlorobenzene	0.125	0.113	90.4	77.0-121	
Dichlorodifluoromethane	0.125	0.103	82.4	43.0-156	
1,1-Dichloroethane	0.125	0.120	96.0	70.0-127	
1,2-Dichloroethane	0.125	0.130	104	65.0-131	
1,1-Dichloroethene	0.125	0.114	91.2	65.0-131	
cis-1,2-Dichloroethene	0.125	0.138	110	73.0-125	
trans-1,2-Dichloroethene	0.125	0.126	101	71.0-125	
1,2-Dichloropropane	0.125	0.118	94.4	74.0-125	
1,1-Dichloropropene	0.125	0.146	117	73.0-125	
1,3-Dichloropropane	0.125	0.123	98.4	80.0-125	
cis-1,3-Dichloropropene	0.125	0.118	94.4	76.0-127	
trans-1,3-Dichloropropene	0.125	0.127	102	73.0-127	
2,2-Dichloropropane	0.125	0.115	92.0	59.0-135	
Di-isopropyl ether	0.125	0.130	104	60.0-136	
Ethylbenzene	0.125	0.139	111	74.0-126	
Hexachloro-1,3-butadiene	0.125	0.140	112	57.0-150	

Laboratory Control Sample (LCS)

(LCS) R3561482-1 08/18/20 13:56

Analyte	Spike Amount mg/kg	LCS Result mg/kg	LCS Rec. %	Rec. Limits %	LCS Qualifier
2-Hexanone	0.625	0.772	124	54.0-147	
Isopropylbenzene	0.125	0.121	96.8	72.0-127	
p-Isopropyltoluene	0.125	0.135	108	72.0-133	
2-Butanone (MEK)	0.625	0.654	105	30.0-160	
Methylene Chloride	0.125	0.113	90.4	68.0-123	
4-Methyl-2-pentanone (MIBK)	0.625	0.689	110	56.0-143	
Methyl tert-butyl ether	0.125	0.132	106	66.0-132	
Naphthalene	0.125	0.0908	72.6	59.0-130	
n-Propylbenzene	0.125	0.110	88.0	74.0-126	
Styrene	0.125	0.145	116	72.0-127	
1,1,1,2-Tetrachloroethane	0.125	0.122	97.6	74.0-129	
1,1,2,2-Tetrachloroethane	0.125	0.130	104	68.0-128	
Tetrachloroethene	0.125	0.126	101	70.0-136	
Tetrahydrofuran	0.125	0.142	114	37.0-146	
Toluene	0.125	0.127	102	75.0-121	
1,1,2-Trichlorotrifluoroethane	0.125	0.119	95.2	61.0-139	
1,2,3-Trichlorobenzene	0.125	0.118	94.4	59.0-139	
1,2,4-Trichlorobenzene	0.125	0.125	100	62.0-137	
1,1,1-Trichloroethane	0.125	0.109	87.2	69.0-126	
1,1,2-Trichloroethane	0.125	0.123	98.4	78.0-123	
Trichloroethene	0.125	0.113	90.4	76.0-126	
Trichlorofluoromethane	0.125	0.145	116	61.0-142	
1,2,3-Trichloropropane	0.125	0.131	105	67.0-129	
1,2,4-Trimethylbenzene	0.125	0.144	115	70.0-126	
1,3,5-Trimethylbenzene	0.125	0.120	96.0	73.0-127	
Vinyl chloride	0.125	0.117	93.6	63.0-134	
Xylenes, Total	0.375	0.418	111	72.0-127	
o-Xylene	0.125	0.135	108	79.0-124	
m&p-Xylenes	0.250	0.283	113	76.0-126	
(S) Toluene-d8			*101*	*75.0-131*	
(S) 4-Bromofluorobenzene			*106*	*67.0-138*	
(S) 1,2-Dichloroethane-d4			*99.7*	*70.0-130*	

1 Cp
2 Tc
3 Ss
4 Cn
5 Ds
6 Sr
7 Qc
8 Gl
9 Al
10 Sc

Guide to Reading and Understanding Your Laboratory Report

The information below is designed to better explain the various terms used in your report of analytical results from the Laboratory. This is not intended as a comprehensive explanation, and if you have additional questions please contact your project representative.

Results Disclaimer - Information that may be provided by the customer, and contained within this report, include Permit Limits, Project Name, Sample ID, Sample Matrix, Sample Preservation, Field Blanks, Field Spikes, Field Duplicates, On-Site Data, Sampling Collection Dates/Times, and Sampling Location. Results relate to the accuracy of this information provided, and as the samples are received.

Abbreviations and Definitions

(dry)	Results are reported based on the dry weight of the sample. [this will only be present on a dry report basis for soils].
MDL	Method Detection Limit.
MDL (dry)	Method Detection Limit.
RDL	Reported Detection Limit.
RDL (dry)	Reported Detection Limit.
Rec.	Recovery.
RPD	Relative Percent Difference.
SDG	Sample Delivery Group.
(S)	Surrogate (Surrogate Standard) - Analytes added to every blank, sample, Laboratory Control Sample/Duplicate and Matrix Spike/Duplicate; used to evaluate analytical efficiency by measuring recovery. Surrogates are not expected to be detected in all environmental media.
U	Not detected at the Reporting Limit (or MDL where applicable).
Analyte	The name of the particular compound or analysis performed. Some Analyses and Methods will have multiple analytes reported.
Dilution	If the sample matrix contains an interfering material, the sample preparation volume or weight values differ from the standard, or if concentrations of analytes in the sample are higher than the highest limit of concentration that the laboratory can accurately report, the sample may be diluted for analysis. If a value different than 1 is used in this field, the result reported has already been corrected for this factor.
Limits	These are the target % recovery ranges or % difference value that the laboratory has historically determined as normal for the method and analyte being reported. Successful QC Sample analysis will target all analytes recovered or duplicated within these ranges.
Original Sample	The non-spiked sample in the prep batch used to determine the Relative Percent Difference (RPD) from a quality control sample. The Original Sample may not be included within the reported SDG.
Qualifier	This column provides a letter and/or number designation that corresponds to additional information concerning the result reported. If a Qualifier is present, a definition per Qualifier is provided within the Glossary and Definitions page and potentially a discussion of possible implications of the Qualifier in the Case Narrative if applicable.
Result	The actual analytical final result (corrected for any sample specific characteristics) reported for your sample. If there was no measurable result returned for a specific analyte, the result in this column may state “ND” (Not Detected) or “BDL” (Below Detectable Levels). The information in the results column should always be accompanied by either an MDL (Method Detection Limit) or RDL (Reporting Detection Limit) that defines the lowest value that the laboratory could detect or report for this analyte.
Uncertainty (Radiochemistry)	Confidence level of 2 sigma.
Case Narrative (Cn)	A brief discussion about the included sample results, including a discussion of any non-conformances to protocol observed either at sample receipt by the laboratory from the field or during the analytical process. If present, there will be a section in the Case Narrative to discuss the meaning of any data qualifiers used in the report.
Quality Control Summary (Qc)	This section of the report includes the results of the laboratory quality control analyses required by procedure or analytical methods to assist in evaluating the validity of the results reported for your samples. These analyses are not being performed on your samples typically, but on laboratory generated material.
Sample Chain of Custody (Sc)	This is the document created in the field when your samples were initially collected. This is used to verify the time and date of collection, the person collecting the samples, and the analyses that the laboratory is requested to perform. This chain of custody also documents all persons (excluding commercial shippers) that have had control or possession of the samples from the time of collection until delivery to the laboratory for analysis.
Sample Results (Sr)	This section of your report will provide the results of all testing performed on your samples. These results are provided by sample ID and are separated by the analyses performed on each sample. The header line of each analysis section for each sample will provide the name and method number for the analysis reported.
Sample Summary (Ss)	This section of the Analytical Report defines the specific analyses performed for each sample ID, including the dates and times of preparation and/or analysis.

Qualifier	Description
J	The identification of the analyte is acceptable; the reported value is an estimate.
J3	The associated batch QC was outside the established quality control range for precision.
J4	The associated batch QC was outside the established quality control range for accuracy.
J5	The sample matrix interfered with the ability to make any accurate determination; spike value is high.

ACCREDITATIONS & LOCATIONS

Pace National is the only environmental laboratory accredited/certified to support your work nationwide from one location. One phone call, one point of contact, one laboratory. No other lab is as accessible or prepared to handle your needs throughout the country. Our capacity and capability from our single location laboratory is comparable to the collective totals of the network laboratories in our industry. The most significant benefit to our one location design is the design of our laboratory campus. The model is conducive to accelerated productivity, decreasing turn-around time, and preventing cross contamination, thus protecting sample integrity. Our focus on premium quality and prompt service allows us to be YOUR LAB OF CHOICE.
* Not all certifications held by the laboratory are applicable to the results reported in the attached report.
* Accreditation is only applicable to the test methods specified on each scope of accreditation held by Pace National.

State Accreditations

Alabama	40660	Nebraska	NE-OS-15-05
Alaska	17-026	Nevada	TN-03-2002-34
Arizona	AZ0612	New Hampshire	2975
Arkansas	88-0469	New Jersey–NELAP	TN002
California	2932	New Mexico [1]	n/a
Colorado	TN00003	New York	11742
Connecticut	PH-0197	North Carolina	Env375
Florida	E87487	North Carolina [1]	DW21704
Georgia	NELAP	North Carolina [3]	41
Georgia [1]	923	North Dakota	R-140
Idaho	TN00003	Ohio–VAP	CL0069
Illinois	200008	Oklahoma	9915
Indiana	C-TN-01	Oregon	TN200002
Iowa	364	Pennsylvania	68-02979
Kansas	E-10277	Rhode Island	LAO00356
Kentucky [1 6]	90010	South Carolina	84004
Kentucky [2]	16	South Dakota	n/a
Louisiana	AI30792	Tennessee [1 4]	2006
Louisiana [1]	LA180010	Texas	T104704245-18-15
Maine	TN0002	Texas [5]	LAB0152
Maryland	324	Utah	TN00003
Massachusetts	M-TN003	Vermont	VT2006
Michigan	9958	Virginia	460132
Minnesota	047-999-395	Washington	C847
Mississippi	TN00003	West Virginia	233
Missouri	340	Wisconsin	9980939910
Montana	CERT0086	Wyoming	A2LA

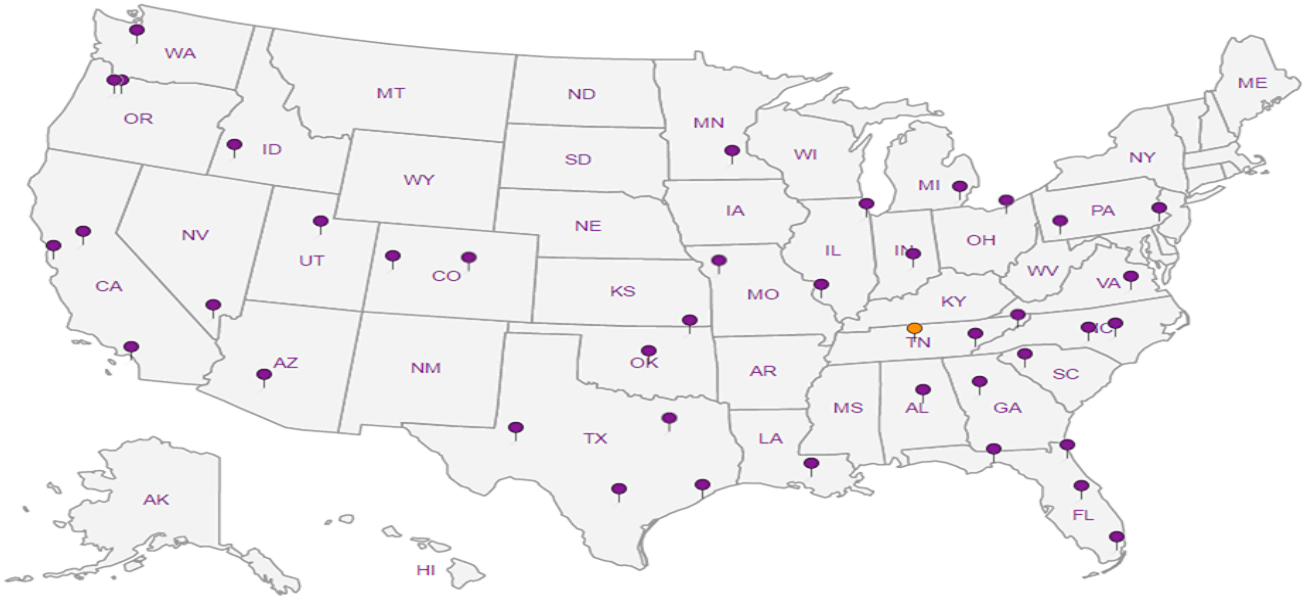
Third Party Federal Accreditations

A2LA – ISO 17025	1461.01	AIHA-LAP,LLC EMLAP	100789
A2LA – ISO 17025 [5]	1461.02	DOD	1461.01
Canada	1461.01	USDA	P330-15-00234
EPA–Crypto	TN00003		

[1] Drinking Water [2] Underground Storage Tanks [3] Aquatic Toxicity [4] Chemical/Microbiological [5] Mold [6] Wastewater n/a Accreditation not applicable

Our Locations

Pace National has sixty-four client support centers that provide sample pickup and/or the delivery of sampling supplies. If you would like assistance from one of our support offices, please contact our main office. Pace National performs all testing at our central laboratory.



Appendix B

FAA Determination Letter

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-AWP-3159-OE
Prior Study No.
2019-AWP-1623-OE

Issued Date: 07/06/2021

Jeff
Outfront Media
1695 Eastshore Hwy
Berkeley, CA 94710

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Billboard Public Storage Update
Location:	Santa Clara, CA
Latitude:	37-22-39.89N NAD 83
Longitude:	121-56-41.96W
Heights:	24 feet site elevation (SE)
	60 feet above ground level (AGL)
	84 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

__X__ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 01/06/2023 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before August 05, 2021. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 15, 2021 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Daniel Shoemaker, at (206) 231-2989, or dan.shoemaker@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-3159-OE.

Signature Control No: 472876403-487090766 (DNH)
Steve Phillips
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Aeronautical Study Number 2021-AWP-3159-OE

Abbreviations

AGL - above ground level	AMSL - mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	nm - nautical mile

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Objects Affecting Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

This proposal is for a 60-foot AGL (84-foot AMSL) billboard, to be located approximately 1702 feet northwest of the RWY 12R threshold, and approximately 2990 feet northwest of the Runway 12R displaced threshold, at Norman Y. Mineta San Jose International Airport (SJC) in Fresno, CA. The SJC airport elevation is 62 feet AMSL.

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.17.(a)(3): A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance. This proposed billboard would have the following effects on IFR operations at SJC:

1) RWY 30L: Penetrates the 40:1 instrument departure slope in the initial climb area (ICA) by four feet, requiring a TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE, NOTE: RWY 30L, billboard 1675 feet from departure end of runway, 307 feet right of centerline, 60 feet AGL, 84 feet AMSL. However, it would not increase the minimum weather requirements or the minimum required climb gradient for the departure procedure.

2) RWY 30R: Penetrates the 40:1 instrument departure slope in the initial climb area (ICA) by five feet, requiring a TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE, NOTE: RWY 30R, billboard 1675 feet from departure end of runway, 392 feet left of centerline, 60 feet AGL, 84 feet AMSL. However, it would not increase the minimum weather requirements or the minimum required climb gradient for the departure procedure.

b. Section 77.19(d): The approach surface area designated under 77.19 to protect aircraft during the final approach phase of flight. The proposed billboard would exceed the SJC RWY 12R approach surface by 17 feet, and the SJC RWY 12L approach surface by three feet.

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed billboard would exceed the SJC RWY 12R Part 77 approach surface area by 17 feet and the SJC RWY 12L approach surface by three feet. It would not exceed the SJC visual traffic pattern protected airspace, however.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: The proposed billboard would penetrate the SJC RWY 30L 40:1 instrument departure slope in the ICA by four feet and the SJC RWY 30R 40:1 instrument departure surface in the ICA by five feet, requiring a notes in the TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDUREs to alert pilots to its presence.

c. The impact on all planned public-use airports and aeronautical facilities: None.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures: None.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circularized for public comment on 21 May 2021. The public comment period ended on 27 June 2021, and no responses were received as of that date.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

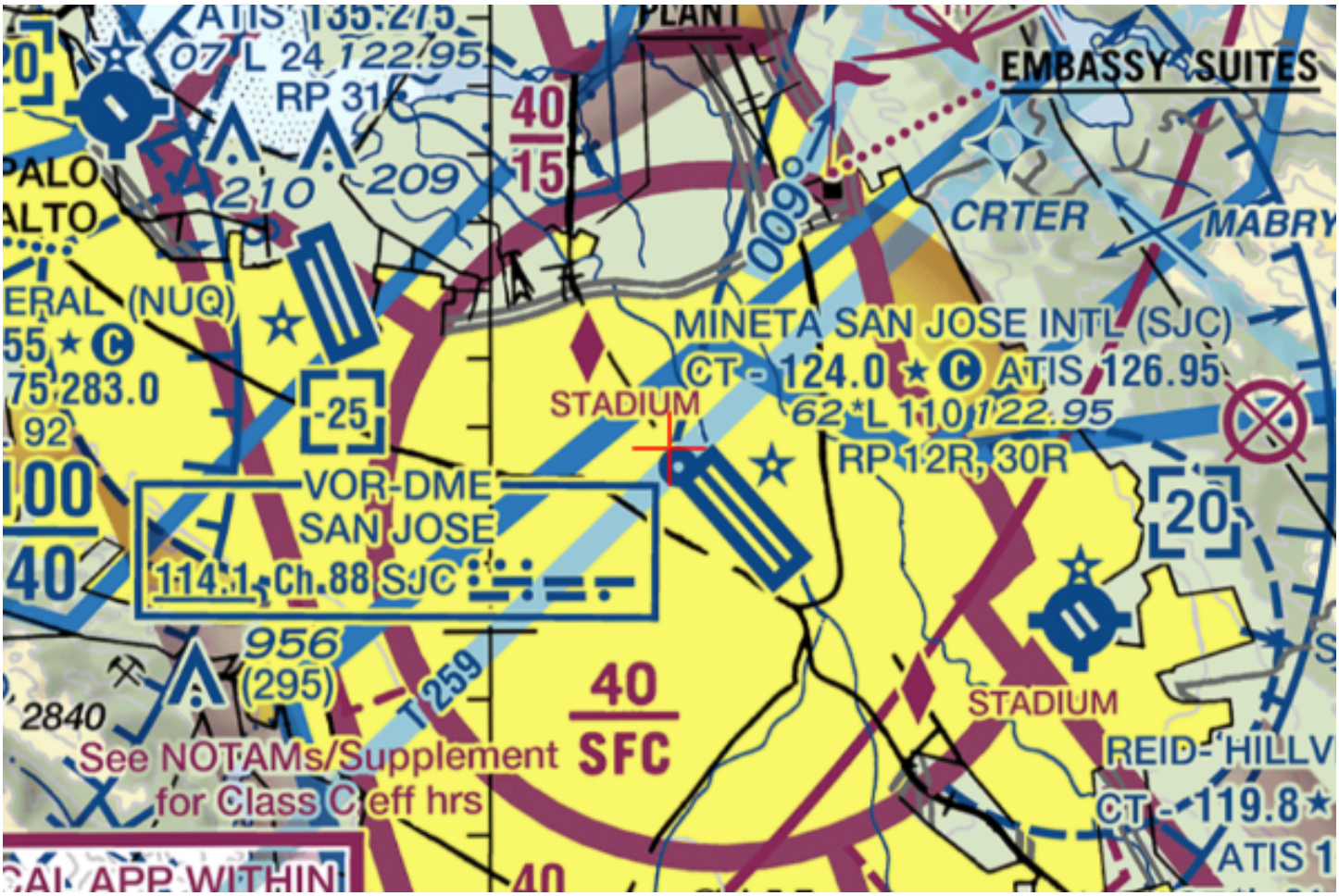
It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. The fact that a proposed structure exceeds a Part 77 surface does not automatically make it a hazard. While the proposed billboard would penetrate the SJC RWY 12R Part 77 approach surface by 17 feet and the SJC RWY 12L Part 77 approach surface by three feet, it would not penetrate the visual traffic pattern protected airspace, and would not interfere with any radio or visual navigational or landing aids. It would penetrate the RWY 30R 40:1 instrument departure surface by four feet and the RWY 30L 40:1 instrument departure surface by five feet, but these penetrations would not require increases to the departure procedures' minimum weather requirements or minimum climb gradients, and would require only notes in the respective runways' TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES.

TOPO Map for ASN 2021-AWP-3159-OE

Sectional Map for ASN 2021-AWP-3159-OE



RESOLUTION NO. ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA RECOMMENDING THAT THE CITY COUNCIL ADOPT THE MITIGATED NEGATIVE DECLARATION (MND) AND THE MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) FOR THE PROJECT LOCATED AT 630 LAURELWOOD ROAD, SANTA CLARA

PLN2020-14594 (Mitigated Negative Declaration)

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

WHEREAS, Bryan Scott, Outfront Media ("Applicant") applied for a development application to allow the construction of a new LED digital billboard at 630 Laurelwood Road, Santa Clara ("Project Site");

WHEREAS, the Project Site is currently zoned as ML-Light Industrial and has the General Plan land use designation of Light Industrial;

WHEREAS, in order to implement the proposed development, the Project Site needs a Sign Relocation Agreement, to facilitate the construction of a new one faced LED digital billboard, 55 feet in height, and with a total advertising surface area of 672 square feet (14 feet by 48 feet) ("Project") as shown on the Development Plans, as attached as Exhibit "Development Plans";

WHEREAS, a text amendment is being proposed to the Zoning Ordinance that would allow digital billboard signs to exceed the height limit in Section 18.80.050 with the approval of a relocation agreement;

WHEREAS, the California Environmental Quality Act ("CEQA"), Public Resources Code § 21000 *et seq.*, requires a public agency to evaluate the environmental impacts of a proposed project.

WHEREAS, this Project was determined after an Initial Study to identify potentially significant effects on the environment which could be avoided with the implementation of mitigation measures, resulting in the drafting of a Mitigated Negative Declaration ("MND") and Mitigation Monitoring and Reporting Program ("MMRP");

WHEREAS, in conformance with CEQA, the MND was noticed and circulated for a 20-day public review period from December 16, 2021 to January 5, 2022;

WHEREAS, the Planning Commission reviewed and considered the information contained in the MND for the Project;

WHEREAS, the Planning Commission held a duly noticed public hearing on January 10, 2022 to consider the Project, at which time all interested persons were given an opportunity to provide testimony and present evidence, both in support of and in opposition to the proposed billboard;

WHEREAS, the notice of public hearing for January 10, 2022 meeting date for this item was posted on December 23, 2021 in three conspicuous locations within 300 feet of the Project Site on utility poles and in the Santa Clara City Clerk's Office and mailed to all properties located within 300 feet of the Project Site; and,

WHEREAS, the Planning Commission now would like to recommend approval of the MND and Mitigation Monitoring and Reporting Program.

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

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

2. That based on the whole record before it, the Planning Commission hereby finds that all potentially significant environmental impacts that may directly or indirectly result from the Project would be reduced to a less than significant level by the mitigation measures specified in the MND and MMRP and that there is no substantial evidence that the project will have a significant effect on the environment.

3. That the Planning Commission hereby finds that the MND is complete, prepared in compliance with CEQA, and represents the independent judgment of the Planning Commission.

4. That the Planning Commission hereby finds that the MND completed for this Project, has been completed in compliance with CEQA, and that approval of this Project as mitigated will have no significant negative impacts on the area's resources, cumulative or otherwise, as the impacts fall within the environmental thresholds identified by CEQA, and hereby adopts the MND.

5. That the Planning Commission hereby recommends adoption of the Mitigation Monitoring and Reporting Program as required by the CEQA Guidelines (14 Cal. Code of Regs. §15074(d)).

6. 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 PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA, AT A SPECIAL MEETING THEREOF HELD ON THE 10th DAY OF JANUARY, 2022, BY THE FOLLOWING VOTE:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ATTEST: _____

ANDREW CRABTREE
DIRECTOR OF COMMUNITY DEVELOPMENT
CITY OF SANTA CLARA

Attachments Incorporated by Reference:
1. Mitigation Monitoring and Reporting Program

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BILLBOARD RELOCATION AGREEMENT
BY AND BETWEEN THE
CITY OF SANTA CLARA, CALIFORNIA
AND
OUTFRONT MEDIA LLC

PREAMBLE

This billboard relocation agreement ("Agreement") is by and between OUTFRONT Media LLC, a Delaware limited liability company, with its principal place of business located at 405 Lexington Avenue, New York, NY 10174 ("Advertiser"), and the City of Santa Clara, California, a chartered California municipal corporation with its primary business address at 1500 Warburton Avenue, Santa Clara, California 95050 ("City"), City and Advertiser may be referred to individually as a "Party" or collectively as the "Parties" or the "Parties to this Agreement."

RECITALS

A. California Business & Professions Code section 5412 encourages local governments and owners of billboards to enter into relocation agreements, pursuant to which local governments can continue development in a planned manner without expenditure of public funds, while allowing the continued maintenance of private investment and a medium of public communication;

B. Sections 18.80.220-.221 of the Code of the City of Santa Clara, California ("SCCC") limit the total number of billboards within the City limits and prohibit the construction of additional billboards, except through billboard relocation agreements pursuant to Business & Professions Code section 5412 and the City Council Policy Statement for Billboard Relocation Agreements;

C. Pursuant to the City Council Policy Statement for Billboard Relocation Agreements, in order to receive approval of any new billboard installation, an advertiser must agree to remove three sign faces for each new sign face installed;

D. Advertiser is the owner of a number of billboard panels and structures within the City of Santa Clara, and seeks City approval for the installation of a new billboard in consideration for the removal of three (3) sign faces within the City's limits in accordance with the City Council Policy Statement for Billboard Relocation Agreements, as explained in more detail below;

E. As consideration for the removal of the three (3) sign faces from obsolete billboards in accordance with the terms of this Agreement, City will grant Advertiser the right to construct, install, relocate, maintain and operate a new billboard with one (1) digital face as provided below;

F. City previously granted Advertiser a "credit" for removal of a two-sided billboard located 4545 Stevens Creek Boulevard pursuant to a Billboard Banking Agreement dated May 11, 2017, as amended December 16, 2020 and [insert date of second amendment];

G. Business & Professions Code section 5443(b) provides that the California Department of Transportation ("Caltrans") shall issue a permit for a display in the vicinity of a landscaped freeway if the display is being placed pursuant to a relocation agreement

with a government entity that commits to the removal of another display in the vicinity of a landscaped freeway;

H. Advertiser intends to remove one additional billboard face outside the City limits that is within a landscaped freeway segment, for a total removal of four (4) billboard faces ("Project"); and

I. On [DATE], City prepared an Initial Study pursuant to the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) Based upon the Initial Study, City prepared, posted and distributed a Mitigated Negative Declaration ("MND"), which the Planning Commission adopted on [DATE]. The MND concluded based upon substantial evidence that the Project as mitigated would not result in any significant environmental impacts.

J. The City Council Policy Statement for Billboard Relocation Agreements, as identified above, address important municipal policies involving urban blight, general aesthetics, and land us compatibilities, implementing visions and policies for development in a planned manner as codified in the City's General Plan and City Code.

K. Outdoor Advertising Act section 5443(b) provides that Caltrans shall issue a permit for a display in the vicinity of a landscaped freeway if the display is being placed pursuant to a relocation agreement with a government entity that commits to the removal of another display in the vicinity of a landscaped freeway.

L. In addition to other public benefits that will fund municipal programs that benefit the public welfare, this Agreement will serve the public interest by allowing the City to continue its development in a planned manner and promoting business and commerce within the City. To this end, this Agreement will ensure public monies are available to facilitate public programs, including planning-related programs, as well as further improve visual quality of the community by removing and relocating certain billboards identified in this Agreement.

M. The Outdoor Advertising Act, including Sections 5412, 5443, and 5443.5 thereof, empower City and Developer to enter into billboard-related agreements on whatever terms are agreeable to such parties, and the City has adopted this Agreement in accordance with these statutes.

N. On _____, 2021, the City Council of the City, at a duly noticed hearing to consider the approval of this Agreement, considered the proposal and heard testimony and, based on such testimony and all other evidence in the administrative record of proceedings, hereby finds that this Agreement is in the best public interest of the City and its residents; this Agreement constitutes a present and valid exercise of the City's police power; that this Agreement is consistent with the City's General Plan, City Code, and all other applicable law; and that this Agreement and the proposed Project, as defined below, will achieve a number of City planning and development objectives and public benefits.

NOW, THEREFORE, in consideration of the above recitals (which are incorporated into this Agreement as if set forth in full herein) of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows::

AGREEMENT PROVISIONS

1. DEFINITIONS

A. "Obsolete Billboards" shall mean the four (4) billboard faces as listed and described in more detail in Exhibit A, entitled "Obsolete Billboards," attached hereto and incorporated herein by this reference.

B. "Demolish" or "Demolition" shall mean the removal of sign faces, supporting structures, necessary portions of the foundations and all electrical facilities and services associated with the Obsolete Billboards.

C. "New Billboard" shall mean the new digital billboard to be installed with one (1) digital sign face, as described and depicted in more detail and at the location indicated in Exhibit B, entitled "New Billboard," attached hereto and incorporated herein by this reference.

D. "Removal" shall mean the hauling away from the site of all materials and debris resulting from demolition.

E. "Repair" shall mean back-filling any foundation holes caused by the removal of the Obsolete Billboards or the New Billboard, as applicable, in order to restore the removal area at grade, and includes but is not limited to repaving, planting of landscaping or other retrofit work to bring conditions of disturbed area into a state that is safe and aesthetically compatible with the surrounding environment, to the reasonable satisfaction of the Director of Planning and Inspection.

2. TERM OF AGREEMENT

This Agreement shall commence on the "Effective Date," which is the date that the final signatory executes the Agreement. This Agreement shall terminate when the following conditions are fully satisfied:

A. When the removal of all Obsolete Billboards listed in Exhibit A is completed, as described in Section 4; and

B. When the New Billboard listed in Exhibit B is fully constructed and operational, including the installation of advertising materials.

3. GOVERNMENT PERMITS

This Agreement is contingent upon Advertiser receiving all required governmental approvals and permits, including but not limited to approval from the California Department of Transportation ("Caltrans"), prior to commencing work on either removal or installation.

The Parties agree that time is of the essence and further, that they will use best and reasonable efforts to cooperate in connection with any permits or approvals required from other governmental agencies and City will use its best and reasonable efforts to timely issue all City permits and approvals necessary for Advertiser's timely compliance

with this Agreement. The Parties agree to execute in a good faith effort additional supportive documents, as necessary, for Advertiser to seek and obtain the approvals described herein. The foregoing should not be interpreted to constrain the City's discretion in considering permit or approval applications submitted by Advertiser with respect to the Project.

4. REMOVAL OF OBSOLETE BILLBOARDS

Within 90 days after obtaining all required government permits pursuant to Section 3, as partial consideration for the New Billboard installation, Advertiser shall apply for a demolition permit from City for each of the Obsolete Billboards located within the City limits that have not already been legally demolished. Promptly after receipt of such demolition permit, Advertiser shall demolish the Obsolete Billboards in accordance with the provisions and requirements of the demolition permits, shall remove all materials and debris resulting from such demolition, and shall Repair the site(s) of the Obsolete Billboards. For the billboard located outside of the City limits, if no demolition permit is required, Advertiser shall remove the Obsolete Billboard within 90 days of obtaining all government permits pursuant to Section 3. The Parties, however, agree to extend the date for removal of the Obsolete Billboards in the event there is a legal challenge to any governmental approvals contemplated under this Agreement; in the event that the date of removal is extended, Advertiser agrees that it shall not construct the New Billboard until the Obsolete Billboards are removed. Advertiser shall demonstrate, to the reasonable satisfaction of the Director of Planning Inspection, that all Repair work has been completed, and shall demonstrate, to the reasonable satisfaction of the Director of the Electric Utility, that all electric services were terminated to the Obsolete Billboards.

5. FURTHER COMPENSATION

Pursuant to the City Council Policy Statement for Billboard Relocation Agreements, as further consideration for the New Billboard installation, Advertiser agrees to pay City Seventy Thousand Dollars ($70,000.00) per billboard face for the New Billboard (the "Billboard Fee"). Advertiser shall pay the total amount due no later than immediately prior to the issuance of the building permit for the New Billboard. City shall keep the Billboard Fee in an account that is not commingled with other municipal fees until the City issues the building permit for the New Billboard and until it receives notice from Advertiser that Advertiser has received all required permits pursuant to Paragraph 3. If Advertiser is unable to obtain all required permits and cannot proceed with construction of the New Billboard, Advertiser shall promptly notify the City that it is terminating the Agreement pursuant to Paragraph 12, whereupon the City shall reimburse Advertiser for the Billboard Fee within ten (10) days.

6. INSTALLATION, OPERATION AND MAINTENANCE OF NEW BILLBOARD

A. After obtaining all required government permits pursuant to Section 3, Advertiser may install the New Billboard.

B. Advertiser shall not operate the New Billboard, other than necessary testing that displays no paid advertising material, prior to completion of the removal of all of the Obsolete Billboards pursuant to Section 4.

C. Advertiser shall be responsible for maintaining the New Billboard in full compliance with this Agreement and all applicable federal, state, and local laws. Advertiser shall be responsible for any and all graffiti removal on the New Billboard. Advertiser will take all reasonable efforts to remove, clean, or abate any graffiti within two (2) business days of notification from City.

7. LIQUIDATED DAMAGES

In the event that Advertiser commences installation of any paid advertising material on the New Billboard prior to the completion of the removal of the Obsolete Billboards pursuant to Section 4, City will suffer damages and will incur other costs and expenses of a nature and amount that is difficult or impractical to determine. The Parties agree that by way of ascertaining and fixing the amount of damages, costs, and expenses, and not by way of penalty, Advertiser shall pay to City the sum of One Thousand Dollars ($1,000.00) per day per Obsolete Billboard for each and every calendar day that the Obsolete Billboard or Billboards have not been completely removed, after the date of the installation of any paid advertising material on the New Billboard. In the event that Advertiser fails to timely pay such liquidated damages, Advertiser agrees that City may issue a stop work notice on any previously issued permits.

8. CITY ANNOUNCEMENTS ON NEW BILLBOARD

A. Pursuant to the City Council Policy Statement for Billboard Relocation Agreements, on a daily basis Advertiser shall provide at least 10% public service announcement ("PSA") use to City, free of charge, with at least 50% of such PSA use occurring during the hours of 6:00 a.m. and 9:00 p.m. City may use such PSA time for City announcements and announcements from nonprofit organizations ("City Copy").

B. During the Term of this Agreement, to the extent permissible under applicable laws, rules and regulations, Advertiser shall display City Copy on one digital display spot on the New Billboard on a space available basis, but subject to the mandatory minimum daily display time set forth in Section 8.A above (the "Display Time") provided that: (i) all proposed City Copy is submitted to Advertiser not less than five (5) business days prior to the date on which the City Copy is proposed to be displayed on the New Billboard (the "Copy Submission Deadline"); (ii) all City Copy shall be subject to Advertiser's standard advertising copy rejection and removal policies, which allow Advertiser, in good faith, to approve or disapprove copy and remove copy once posted or displayed that is inconsistent with those policies; and (iii) City pays for all digital production costs associated with the City Copy. City represents and warrants that all copy, content and materials supplied by City to Advertiser for display under this Agreement (i) are owned or duly licensed by City and do not infringe or misappropriate the rights of any other person or entity; (ii) comply with all applicable federal, state, and local laws, rules and regulations and any industry codes or rules by which City and/or Advertiser may be bound and do not contain any obscene, libelous, slanderous, or otherwise defamatory materials or refer in an offensive manner to the gender, race or ethnicity of any individual group; (iii) are accurate and that all claims contained therein have been substantiated; and (iv) do not infringe upon any copyright, trademark or other intellectual property or privacy right of any third party.

C. In addition to the City's display rights set forth in Sections 8.A and 8.B. above, in the event the City Council, the City Manager, or their delegates reasonably determine that an emergency situation exists and request that Advertiser display emergency messages, Advertiser shall display such advertising immediately. Emergency messages may include, but shall not be limited to, Amber Alerts, evacuation notices, homeland security and/or public safety messages. Routine traffic alerts or notices shall not constitute emergency messages for purposes of this Agreement and the New Billboard shall not be utilized for that purpose.

9. PERFORMANCE OF WORK

Advertiser shall perform the work in a good and workmanlike manner. Advertiser shall be as fully responsible to City for the acts and omissions of its subcontractors performing work on the New Billboard, on the removal of the Obsolete Billboards, and on the Repair work, and of persons either directly or indirectly employed by them to perform work on the Billboard, as Advertiser is for the acts and omissions of persons directly employed by it to perform work on the New Billboard. Advertiser shall perform all work in a safe manner and in accordance with all federal, state and local operation and safety regulations.

10. BUSINESS TAX LICENSE REQUIRED

Advertiser must comply with Santa Clara City Code section 3.40.060, as that section may be amended from time to time or renumbered, which requires that any person who transacts or carries on any business in the City of Santa Clara pay business license tax to the City. A business tax certificate may be obtained by completing the Business Tax Affidavit Form and paying the applicable fee at the Santa Clara City Hall Municipal Services Division.

11. RESPONSIBILITY OF ADVERTISER

Advertiser shall be responsible for the professional quality, technical accuracy and coordination of the work it performs under this Agreement. Neither City's review, acceptance, nor payments for any of the work performed under this Agreement shall be construed to operate as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement and Advertiser shall be and remain liable to City in accordance with applicable law for all damages to City caused by Advertiser's negligent performance of any work performed under this Agreement.

Any acceptance by City of plans, specifications, construction contract documents, reports, diagrams, maps and other material prepared by Advertiser shall not in any respect absolve Advertiser from complying with other applicable federal, state, county, and/or municipal laws, ordinances, regulations, rules and orders.

12. TERMINATION OF AGREEMENT

In the event that either party is in default under the terms of this Agreement, the non-defaulting party shall deliver written notice thereof to the defaulting party, and said party may cure such failure within fourteen (14) days of receipt of such notice provided that for any non-monetary default, if a cure cannot reasonably be effected within said fourteen

(14) day period, the defaulting party may continue such cure past said fourteen (14) day period, provided it commences such cure within said fourteen (14) day period and diligently pursues such cure to completion. In the event of a default that extends beyond all notice and cure periods set forth herein, the non-defaulting party shall have the right to terminate this Agreement upon not less than ten (10) days' prior written notice to the defaulting party. In addition, Advertiser retains the right to terminate the Agreement and then recover the Billboard Fee in the event there is (i) a legal challenge that is filed within 30 days of the filing of a notice of determination ("NOD") for the Project MND, within 180 days of adoption of the Project MND if no NOD is filed, or within 30 days of the City's execution of this Agreement or issuance of any of the final administrative approvals contemplated in this Agreement, and Advertiser has not displayed any advertising on the New Billboard or (ii) if, in Advertiser's reasonable discretion, Advertiser is unable to obtain the requisite permits pursuant to Paragraph 3 within 180 days of the Effective Date of this Agreement.

13. BINDING ON SUCCESSORS AND ASSIGNS

City and Advertiser bind themselves and their successors, executors, administrators, and assigns to all covenants of this Agreement. This Agreement shall not be assigned or transferred by Advertiser without the prior written approval of City, except to an entity controlling, controlled by or under common control with Advertiser or to an entity that acquires a majority of Advertiser's assets in the California market.

14. NO THIRD PARTY BENEFICIARY

This Agreement shall not be construed to be an agreement for the benefit of any third party or parties and no third party or parties shall have any claim or right of action under this Agreement for any cause whatsoever.

15. INDEPENDENT CONTRACTOR

Advertiser and all person(s) employed by or contracted with Advertiser to furnish labor and/or materials under this Agreement are independent contractors and do not act as agent(s) or employee(s) of City. Advertiser has full rights, however, to manage its employees in their performance of work under this Agreement. Advertiser is not authorized to bind City to any contracts or other obligations.

16. NO PLEDGING OF CITY'S CREDIT

Under no circumstances shall Advertiser have the authority or power to pledge the credit of City or incur any obligation in the name of City. Advertiser shall save and hold harmless the City, its City Council, its officers, employees, boards and commissions for expenses arising out of any unauthorized pledges of City's credit by Advertiser under this Agreement.

17. USE OF CITY NAME OR EMBLEM

Advertiser shall not use City's name, insignia, or emblem on the New Billboard, or in any magazine, trade paper, newspaper, or other medium, without express written consent of City.

18. FAIR EMPLOYMENT

Advertiser shall not discriminate against any employee or applicant for employment because of race, color, creed, national origin, gender, sexual orientation, age, disability, religion, ethnic background, or marital status, in violation of state or federal law.

19. HOLD HARMLESS/INDEMNIFICATION

Except as to a dispute between the Parties themselves, and to the extent permitted by law, Advertiser agrees to protect, defend, hold harmless and indemnify, with counsel reasonably acceptable to the City Attorney, the City, its City Council, commissions, officers, employees, volunteers and agents from and against any claim, injury, liability, loss, cost, and/or expense or damage, including all reasonable costs and reasonable attorney's fees in providing a defense to any claim arising therefrom, for which City shall become liable arising from Advertiser's negligent, reckless or wrongful acts, errors or omissions with respect to or in any way connected with the removal of the Obsolete Billboards and the construction, operation and removal of the New Billboard. Notwithstanding the above, and consistent with the City's representations and warranties in Paragraph 8(B), the foregoing indemnification shall not cover circumstances where a dispute arises from the posting of City Copy on the New Billboard. This Section shall survive any termination of this Agreement.

20. INSURANCE REQUIREMENTS

During the term of this Agreement, and for any time period set forth in Exhibit C, Advertiser shall provide and maintain in full force and effect, at no cost to City, insurance policies with respect to employees and vehicles assigned to perform work under this Agreement with coverage amounts, required endorsements, certificates of insurance, and coverage verifications as defined in Exhibit C, attached hereto and incorporated herein by this reference.

21. AMENDMENTS

During the term of this Agreement, and for any time period set forth in Exhibit C, Advertiser shall provide and maintain in full force and effect, at no cost to City, insurance policies with respect to employees and vehicles assigned to perform work under this Agreement with coverage amounts, required endorsements, certificates of insurance, and coverage verifications as defined in Exhibit C, attached hereto and incorporated herein by this reference.

22. INTEGRATED DOCUMENT

This Agreement represents the entire agreement between City and Advertiser. No other understanding, agreements, conversations, or otherwise, with any representative of City prior to execution of this Agreement shall affect or modify any of the terms or obligations of this Agreement. Any verbal agreement shall be considered unofficial information and is not binding upon the City.

23. SEVERABILITY

In case any one or more of the provisions in this Agreement shall, for any reason, be held invalid, illegal or unenforceable in any respect, it shall not affect the validity of the other provisions, which shall remain in full force and effect.

24. WAIVER

The parties agree that waiver by either party of any one or more of the conditions of performance under this Agreement shall not be construed as waiver(s) of any other condition of performance under this Agreement.

25. NOTICES

Any communication or notice which either party is required to send to the other or which either party desires to send to the other, shall be in writing and shall be either personally delivered or mailed using the United States Postal Service, postage prepaid, return receipt requested, by a recognized overnight courier service or by facsimile.

All notices to the Parties shall, unless otherwise requested in writing, be sent to City addressed as follows:

City of Santa Clara
Attn: Department of Planning & Inspection
1500 Warburton Avenue
Santa Clara, CA 95050
or by facsimile at (408) 247-9857

And to Advertiser addressed as follows:

Name: OUTFRONT Media LLC
Address: 1695 Eastshore Hwy
Berkeley, CA 94710

If notice is sent via facsimile, a signed, hard copy of the material shall also be mailed. The workday the facsimile was sent shall control the date notice was deemed given if there is a facsimile machine generated document on the date of transmission. A facsimile transmitted after 1:00 p.m. on a Friday shall be deemed to have been transmitted on the following Monday.

26. CAPTIONS

The captions of the various sections, paragraphs and subparagraphs of this Agreement are for convenience only and shall not be considered or referred to in resolving questions of interpretation.

27. LAW GOVERNING CONTRACT AND VENUE

This Agreement shall be governed and construed in accordance with the statutes and laws of the State of California. The venue of any suit filed by either Party shall be vested in the state courts of the County of Santa Clara, or if appropriate, in the United States District Court, Northern District of California, San Jose, California.

28. DISPUTE RESOLUTION

A. Unless otherwise mutually agreed to by the Parties, any controversies between Advertiser and City regarding the construction or application of this Agreement, and claims arising out of this Agreement or its breach, shall be submitted to mediation within thirty (30) days of the written request of one Party after the service of that request on the other Party.

B. The Parties may agree on one mediator. If they cannot agree on one mediator, the Party demanding mediation shall request the Superior Court of Santa Clara County to appoint a mediator. The mediation meeting shall not exceed one day (eight (8) hours). The Parties may agree to extend the time allowed for mediation under this Agreement.

C. The costs of mediation shall be borne by the Parties equally.

D. For any contract dispute, mediation under this section is a condition precedent to filing an action in any court. In the event of mediation which arises out of any dispute related to this Agreement, the Parties shall each pay their respective attorney's fees, expert witness costs and cost of suit through mediation only. In the event of litigation, the prevailing Party shall recover its reasonable costs of suit, expert's fees, and attorney's fees. If mediation does not resolve the dispute, the Parties agree that the matter shall be litigated in a court of law, and not subject to the arbitration provisions of the Public Contract Code.

29. COMPLIANCE WITH ETHICAL STANDARDS

Advertiser shall:

A. Read Exhibit D, entitled "ETHICAL STANDARDS FOR ADVERTISERS SEEKING TO ENTER INTO AN AGREEMENT WITH THE CITY OF SANTA CLARA CALIFORNIA," attached hereto and incorporated herein by this reference; and

B. Execute Exhibit E, entitled "AFFIDAVIT OF COMPLIANCE WITH ETHICAL STANDARDS," attached hereto and incorporated herein by this reference.

30. AFFORDABLE CARE ACT OBLIGATIONS

To the extent Advertiser is obligated to provide health insurance coverage to its employees pursuant to the Affordable Care Act ("Act") and/or any other similar federal or state law, Advertiser warrants that it is meeting its obligations under the Act and will fully indemnify and hold harmless City for any penalties, fines, adverse rulings, or tax payments associated with Advertiser's responsibilities under the Act.

31. CONFLICT OF INTERESTS

This Agreement does not prevent either Party from entering into similar agreements with other parties. To prevent a conflict of interest, Advertiser certifies that to the best of its knowledge, no City officer, employee or authorized representative has any financial interest in the business of Advertiser and that no person associated with Advertiser has

any interest, direct or indirect, which could conflict with Advertiser's faithful performance of this Agreement. Advertiser is familiar with the provisions of Government Code section 87100, et seq., and certifies that it does not know of any facts which would violate these code provisions. Advertiser will advise City if a conflict arises.

32. COUNTERPARTS

This Agreement may be executed in counterparts, each of which shall be deemed to be an original, but both of which shall constitute one and the same instrument.

33. AUTHORITY TO EXECUTE

The Parties agree that signatures on this Agreement, including those transmitted by facsimile, shall be sufficient to bind the Parties. Advertiser represents that Advertiser's signatory to this Agreement is authorized by resolution, bylaws, constitution, or other authorization of Advertiser, which resolution, bylaw, constitution, or other authorization is currently in full force and effect, to execute this Agreement on Advertiser's behalf. The City represents that the City Manager is authorized to sign this Agreement on behalf of the City, to execute amendments thereto, and to take any other action necessary to implement this Agreement.

The Parties acknowledge and accept the terms and conditions of this Agreement as evidenced by the following signatures of their duly authorized representatives.

CITY OF SANTA CLARA, CALIFORNIA
a chartered California municipal corporation

APPROVED AS TO FORM:

Dated:_____

_____ DEANNA SANTANA

City Attorney

_____

City Manager
1500 Warburton Avenue
Santa Clara, CA 95050
Telephone: (408) 615-2210
Fax: (408) 241-6771

"CITY"

OUTFRONT MEDIA, LLC
a Delaware limited liability company

Dated: _____

By: _____
(Signature of Person executing the Agreement on behalf of Advertiser)

Name: _____

Title: _____

Local Address: _____

Email Address: _____

Telephone: __(____)_____

Fax: __(____)_____

"ADVERTISER"

BILLBOARD RELOCATION AGREEMENT

BY AND BETWEEN THE
CITY OF SANTA CLARA, CALIFORNIA,
AND
OUTFRONT MEDIA LLC

EXHIBIT A

OBSOLETE BILLBOARDS

Removal of the Obsolete Billboards described herein in accordance with the terms and conditions of this Agreement will support establishment of the New Billboard.

Obsolete Billboards Removed Pursuant to City Council Policy Statement for Billboard Relocation Agreements:

- Sign face (oriented toward east) located at 2983 El Camino Real, City of Santa Clara.
- Sign with two faces located at 4545 Stevens Creek Boulevard, City Santa Clara.

Obsolete Billboard Removed in order to comply with Bus. & Prof. Code, § 5443(b)(2): one of the following two panels along landscaped freeway sections:

(1) Panel # 2071, associated with Caltrans Permit No. 28162, located along Highway 101 near Post-mile 1.48L in the City and County of San Francisco; or

(2) Panel # 2310, associated with Caltrans Permit No. 28164, located along Highway 580 near Post-mile 39.97R in the County of Alameda.

Total removed: three (3) billboard structures, four (4) sign faces

BILLBOARD RELOCATION AGREEMENT
BY AND BETWEEN THE
CITY OF SANTA CLARA, CALIFORNIA,
AND
OUTFRONT MEDIA LLC

EXHIBIT B

NEW BILLBOARD

Advertiser is permitted to construct, install, maintain and operate the following New Billboard in accordance with the terms and conditions of this Agreement, as substantially depicted on the attached plan entitled "Development Plans" and dated *date of plan, and shall have the following characteristics:

- The New Billboard consists of a single-sided 14' x 48' digital LED billboard located east of Highway 101 the Public Storage facility property at 630 Laurelwood Rd, Santa Clara.

- The maximum ambient light output level shall be 0.3 foot-candles at a distance of 250 linear feet from the New Billboard. Light levels emitted from the New Billboard would be set to adjust based upon ambient light conditions at any time (i.e., night time versus day time).

- The New Billboard may cycle though a rotation of images, which shall not change any faster than one image every eight seconds.

- The New Billboard, including the sign structure and/or sign, will not exceed 60 feet above ground level.

BILLBOARD RELOCATION AGREEMENT
BY AND BETWEEN THE
CITY OF SANTA CLARA, CALIFORNIA,
AND
OUTFRONT MEDIA LLC

EXHIBIT C

INSURANCE REQUIREMENTS

INSURANCE COVERAGE REQUIREMENTS

Without limiting Advertiser's indemnification of the City, and prior to commencing any of the Services required under this Agreement, Advertiser shall provide and maintain in full force and effect, at its sole cost and expense, the following insurance policies with at least the indicated coverages, provisions and endorsements:

A. COMMERCIAL GENERAL LIABILITY INSURANCE

1. Commercial General Liability Insurance policy which provides coverage at least as broad as Insurance Services Office form CG 00 01. Policy limits are subject to review, but shall in no event be less than, the following:

   $5,000,000 each occurrence
   $5,000,000 general aggregate
   $5,000,000 products/completed operations aggregate
   $5,000,000 personal injury

2. Exact structure and layering of the coverage shall be left to the discretion of Advertiser; however, any excess or umbrella policies used to meet the required limits shall be at least as broad as the underlying coverage and shall otherwise follow form.

3. The following provisions shall apply to the Commercial Liability policy as well as any umbrella policy maintained by the Advertiser to comply with the insurance requirements of this Agreement:

   a. Coverage shall be on a "pay on behalf" basis with defense costs payable in addition to policy limits;

   b. There shall be no cross liability exclusion which precludes coverage for claims or suits by one insured against another; and

   c. Coverage shall apply separately to each insured against whom a claim is made or a suit is brought, except with respect to the limits of liability.

B. BUSINESS AUTOMOBILE LIABILITY INSURANCE

Business automobile liability insurance policy which provides coverage at least as broad as ISO form CA 00 01, with minimum policy limits of not less than one million dollars

($1,000,000) each accident using, or providing coverage at least as broad as, Insurance Services Office form CA 00 01. Liability coverage shall apply to all owned, non-owned and hired autos.

C. WORKERS' COMPENSATION

1. Workers' Compensation Insurance Policy as required by statute and employer's liability with the following limits: at least one million dollars ($1,000,000) policy limit Illness/Injury by disease, and one million dollars ($1,000,000) for each Accident/Bodily Injury.

2. The indemnification and hold harmless obligations of Advertiser included in this Agreement shall not be limited in any way by any limitation on the amount or type of damage, compensation or benefit payable by or for Advertiser or any subcontractor under any Workers' Compensation Act(s), Disability Benefits Act(s) or other employee benefits act(s).

3. This policy must include a Waiver of Subrogation in favor of the City of Santa Clara, its City Council, commissions, officers, employees, volunteers and agents.

D. COMPLIANCE WITH REQUIREMENTS

All of the following clauses and/or endorsements, or similar provisions, must be part of each commercial general liability policy, and each umbrella or excess policy.

1. Additional Insureds. City of Santa Clara, its City Council, commissions, officers, employees, volunteers and agents ("Indemnitees") are hereby added as additional insureds in respect to liability arising out of Advertiser's work for City, using Insurance Services Office (ISO) Endorsement CG 20 10 11 85 or the combination of CG 20 10 03 97 and CG 20 37 10 01, or its equivalent.

2. Primary and non-contributing. Each insurance policy provided by Advertiser shall contain language or be endorsed to contain wording making it primary insurance as respects to, and not requiring contribution from, any other insurance which the Indemnitees may possess, including any self-insurance or self-insured retention they may have. Any other insurance Indemnitees may possess shall be considered excess insurance only and shall not be called upon to contribute with Advertiser's insurance.

3. General Aggregate. The general aggregate limits shall apply separately to Advertiser's work under this Agreement providing coverage at least as broad as Insurance Services Office (ISO) Endorsement CG 2503, 1985 Edition, or insurer's equivalent (CGL).

4. Cancellation.

   a. Each insurance policy shall contain language or be endorsed to reflect that no cancellation or modification of the coverage provided due to non-payment of premiums shall be effective until written notice has been given to City at least ten (10) days prior to the effective date of such modification or cancellation. In the event of non-renewal, written notice

shall be given at least ten (10) days prior to the effective date of non-renewal.

b. Each insurance policy shall contain language or be endorsed to reflect that no cancellation or modification of the coverage provided for any cause save and except non-payment of premiums shall be effective until written notice has been given to City at least thirty (30) days prior to the effective date of such modification or cancellation. In the event of non-renewal, written notice shall be given at least thirty (30) days prior to the effective date of non-renewal.

5. Other Endorsements. Other endorsements may be required for policies other than the commercial general liability policy if specified in the description of required insurance set forth in Sections A through D of this Exhibit C, above.

E. ADDITIONAL INSURANCE RELATED PROVISIONS

Advertiser and City agree as follows:

1. Advertiser agrees to ensure that subcontractors, and any other party involved with the Services, who is brought onto or involved in the performance of the Services by Advertiser, provide the same minimum insurance coverage required of Advertiser, except as with respect to limits. Advertiser agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this Agreement. Advertiser agrees that upon request by City, all agreements with, and insurance compliance documents provided by, such subcontractors and others engaged in the project will be submitted to City for review.

2. Advertiser agrees to be responsible for ensuring that no contract used by any party involved in any way with the project reserves the right to charge City or Advertiser for the cost of additional insurance coverage required by this Agreement. Any such provisions are to be deleted with reference to City. It is not the intent of City to reimburse any third party for the cost of complying with these requirements. There shall be no recourse against City for payment of premiums or other amounts with respect thereto.

3. The City reserves the right to withhold payments from the Advertiser in the event of material noncompliance with the insurance requirements set forth in this Agreement.

F. EVIDENCE OF COVERAGE

Prior to commencement of any Services under this Agreement, Advertiser, and each and every subcontractor (of every tier) shall, at its sole cost and expense, provide and maintain not less than the minimum insurance coverage with the endorsements and deductibles indicated in this Agreement. Such insurance coverage shall be maintained with insurers, and under forms of policies, satisfactory to City and as described in this Agreement. Advertiser shall file with the City all certificates and endorsements for the required insurance policies for City's approval as to adequacy of the insurance protection.

G. EVIDENCE OF COMPLIANCE

Advertiser or its insurance broker shall provide the required proof of insurance compliance, consisting of Insurance Services Office (ISO) endorsement forms or their equivalent and the ACORD form 25-S certificate of insurance (or its equivalent), evidencing all required coverage shall be delivered to City, or its representative as set forth below, at or prior to execution of this Agreement. Upon City's request, Advertiser shall submit to City copies of the actual insurance policies or renewals or replacements. Unless otherwise required by the terms of this Agreement, all certificates, endorsements, coverage verifications and other items required to be delivered to City pursuant to this Agreement shall be mailed to:

EBIX Inc.
City of Santa Clara Planning and Inspection Department

P.O. 12010-S2	or	151 North Lyon Avenue
Hemet, CA 92546-8010		Hemet, CA 92543

Telephone number: 951-766-2280
Fax number: 770-325-0409
Email address: ctsantaclara@ebix.com

H. QUALIFYING INSURERS

All of the insurance companies providing insurance for Advertiser shall have, and provide written proof of, an A. M. Best rating of at least A minus 6 (A- VI) or shall be an insurance company of equal financial stability that is approved by the City or its insurance compliance representatives.

BILLBOARD RELOCATION AGREEMENT
BY AND BETWEEN THE
CITY OF SANTA CLARA, CALIFORNIA,
AND
OUTFRONT MEDIA LLC

EXHIBIT D

ETHICAL STANDARDS FOR ADVERTISERS SEEKING TO ENTER INTO AN AGREEMENT WITH THE CITY OF SANTA CLARA, CALIFORNIA

Termination of Agreement for Certain Acts.

A. The City may, at its sole discretion, terminate this Agreement in the event any one or more of the following occurs:

1. If an Advertiser[1] does any of the following:

   a. Is convicted[2] of operating a business in violation of any Federal, State or local law or regulation;

   b. Is convicted of a crime punishable as a felony involving dishonesty[3];

   c. Is convicted of an offense involving dishonesty or is convicted of fraud or a criminal offense in connection with: (1) obtaining; (2) attempting to obtain; or, (3) performing a public contract or subcontract;

   d. Is convicted of any offense which indicates a lack of business integrity or business honesty which seriously and directly affects the present responsibility of a City contractor or subcontractor; and/or,

   e. Made (or makes) any false statement(s) or representation(s) with respect to this Agreement.

---

[1] For purposes of this Agreement, the word "Consultant" (whether a person or a legal entity) also refers to "Advertiser" and means any of the following: an owner or co-owner of a sole proprietorship; a person who controls or who has the power to control a business entity; a general partner of a partnership; a principal in a joint venture; or a primary corporate stockholder [i.e., a person who owns more than ten percent (10%) of the outstanding stock of a corporation] and who is active in the day to day operations of that corporation.

[2] For purposes of this Agreement, the words "convicted" or "conviction" mean a judgment or conviction of a criminal offense by any court of competent jurisdiction, whether entered upon a verdict or a plea, and includes a conviction entered upon a plea of nolo contendere within the past five (5) years.

[3] As used herein, "dishonesty" includes, but is not limited to, embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, failure to pay tax obligations, receiving stolen property, collusion or conspiracy.

2. If fraudulent, criminal or other seriously improper conduct of any officer, director, shareholder, partner, employee or other individual associated with the Advertiser can be imputed to the Advertiser when the conduct occurred in connection with the individual's performance of duties for or on behalf of the Advertiser, with the Advertiser's knowledge, approval or acquiescence, the Advertiser's acceptance of the benefits derived from the conduct shall be evidence of such knowledge, approval or acquiescence.

B. The City may also terminate this Agreement in the event any one or more of the following occurs:

1. The City determines that Advertiser no longer has the financial capability[4] or business experience[5] to perform the terms of, or operate under, this Agreement; or,

2. If City determines that the Advertiser fails to submit information, or submits false information, which is required to perform or be awarded a contract with City, including, but not limited to, Advertiser's failure to maintain a required State issued license, failure to obtain a City business license (if applicable) or failure to provide and maintain bonds and/or insurance policies required under this Agreement.

C. In the event a prospective Advertiser (or bidder) is ruled ineligible (debarred) to participate in a contract award process or a contract is terminated pursuant to these provisions, Advertiser may appeal the City's action to the City Council by filing a written request with the City Clerk within ten (10) days of the notice given by City to have the matter heard. The matter will be heard within thirty (30) days of the filing of the appeal request with the City Clerk. The Advertiser will have the burden of proof on the appeal. The Advertiser shall have the opportunity to present evidence, both oral and documentary, and argument.

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[4] Advertiser becomes insolvent, transfers assets in fraud of creditors, makes an assignment for the benefit of creditors, files a petition under any section or chapter of the federal Bankruptcy Code (11 U.S.C.), as amended, or under any similar law or statute of the United States or any state thereof, is adjudged bankrupt or insolvent in proceedings under such laws, or a receiver or trustee is appointed for all or substantially all of the assets of Advertiser.

[5] Loss of personnel deemed essential by the City for the successful performance of the obligations of the Advertiser to the City.

BILLBOARD RELOCATION AGREEMENT
BY AND BETWEEN THE
CITY OF SANTA CLARA, CALIFORNIA,
AND
OUTFRONT MEDIA LLC

EXHIBIT E

AFFIDAVIT OF COMPLIANCE WITH ETHICAL STANDARDS

I hereby state that I have read and understand the language, entitled "Ethical Standards" set forth in Exhibit D. I have the authority to make these representations on my own behalf or on behalf of the legal entity identified herein. I have examined appropriate business records, and I have made appropriate inquiry of those individuals potentially included within the definition of "Advertiser" contained in Ethical Standards at footnote 1.

Based on my review of the appropriate documents and my good-faith review of the necessary inquiry responses, I hereby state that neither the business entity nor any individual(s) belonging to said "Advertiser" category [i.e., owner or co-owner of a sole proprietorship, general partner, person who controls or has power to control a business entity, etc.] has been convicted of any one or more of the crimes identified in the Ethical Standards within the past five (5) years.

The above assertions are true and correct and are made under penalty of perjury under the laws of the State of California.

OUTFRONT Media LLC

a Delaware limited liability company

By: _____
Signature of Authorized Person or Representative

Name: _____

Title: _____

NOTARY'S ACKNOWLEDGMENT TO BE ATTACHED

Please execute the affidavit and attach a notary public's acknowledgment of execution of the affidavit by the signatory. If the affidavit is on behalf of a corporation, partnership, or other legal entity, the entity's complete legal name and the title of the person signing on behalf of the legal entity shall appear above. Written evidence of the authority of the person executing this affidavit on behalf of a corporation, partnership, joint venture, or any other legal entity, other than a sole proprietorship, shall be attached.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SANTA CLARA, CALIFORNIA, AMENDING SECTION 18.80.210 OF "THE CODE OF THE CITY OF SANTA CLARA, CALIFORNIA" TO INCREASE THE PERMISSIBLE HEIGHT OF DIGITAL BILLBOARDS

BE IT ORDAINED BY THE CITY OF SANTA CLARA AS FOLLOWS:

WHEREAS, since 1978, the City has had a policy to limit the number of outdoor advertising signs (commonly referred to as "billboards");

WHEREAS, pursuant to this policy, the City disallows the construction of new billboards within the City limits, except when a new billboard will replace existing billboards, at a ratio of 1 new billboard face installed for 3 existing billboard faces removed; and,

WHEREAS, the City would like to facilitate such billboard relocations, but the current height limitation in the City Code does not allow for digital billboards to exceed 35 feet in height, which is insufficient for digital billboards; and,

WHEREAS, the City now wishes to amend the City Code to allow digital billboards up to 60 feet in height.

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

SECTION 1: That Section 18.80.050 ("Height Limitation") of Chapter 18.80 (entitled "Sign Regulations") of Title 18 (entitled "Zoning") of "The Code of the City of Santa Clara, California" ("SCCC") is amended to read as follows:

"Title 18

Zoning

18.80.050 Height limitation.

(a) Digital billboards. No portion of any free standing digital billboard installed pursuant to Sections 18.80.220 ("Outdoor advertising signs (billboards)") and 18.80.221 ("Outdoor advertising display relocation agreements") shall exceed a height of sixty (60) feet above the perpendicular centerline height of the adjacent primary viewing street, road, or highway.

(b) Building signs. On buildings that are four stories or greater in height and that are located in other than residential zoning districts, not more than one sign may be placed on each side of the building above the ground floor level, and it shall be designed to not extend beyond the edge or the top of that building wall.

(c) All other signs. Signs not described in subsections (a) and (b) shall not exceed thirty-five (35) feet above the ground level."

SECTION 2: Ordinances Repealed. With exception of the provisions protected by the savings clause, all ordinances (or parts of ordinances) in conflict with or inconsistent with this ordinance are hereby repealed.

SECTION 3: **Effective date**. This ordinance shall take effect thirty (30) days after its final adoption; however, prior to its final adoption it shall be published in accordance with the requirements of Section 808 and 812 of "The Charter of the City of Santa Clara, California."

PASSED FOR THE PURPOSE OF PUBLICATION this XX day of XXXXXX, 20__, by the following vote:

AYES: COUNCILORS:

NOES: COUNCILORS:

ABSENT: COUNCILORS:

ABSTAINED: COUNCILORS:

ATTEST: _____

NORA PIMENTEL, MMC
ASSISTANT CITY CLERK
CITY OF SANTA CLARA

Attachments incorporated by reference: None

SECOND AMENDMENT TO BILLBOARD BANKING AGREEMENT
BY AND BETWEEN THE
CITY OF SANTA CLARA, CALIFORNIA,
AND
OUTFRONT MEDIA LLC

PREAMBLE

THIS SECOND AMENDMENT is made and entered into this 13TH day of DECEMBER, 2021 by and between the City of Santa Clara, a chartered California municipal corporation ("City"), and OUTFRONT Media LLC, a Delaware limited liability company ("Advertiser"). City and Advertiser may be referred to individually as a "Party" or collectively as the "Parties" or the "Parties to this Agreement."

RECITALS

A. WHEREAS, the Parties entered into that certain agreement entitled Billboard Banking Agreement by and between the City of Santa Clara, California, and Outfront Media LLC, dated May 11, 2017 ("Original Agreement");

B. WHEREAS, Pursuant to Section 9 of the Original Agreement, the Original Agreement can be amended with the written consent of both Parties;

C. WHEREAS, the Parties entered into a First Amendment to the Original Agreement dated December 21, 2020, which extended the term of the Original Agreement to December 31, 2021 ("Original Agreement as Amended").

D. WHEREAS, the terms of this Second Amendment to the Original Agreement, to which both Parties consent, is intended to modify the Original Agreement as Amended as set forth below;

E. WHEREAS, on September 16, 2020, Advertiser submitted an application for a single-sided billboard on property located at 630 Laurelwood Road;

F. WHEREAS, the Parties wish to extend the term of the Original Agreement as Amended to provide the City with additional time to consider approval of the single-side billboard on property located at 630 Laurelwood Road.

Now therefore, in consideration of the mutual promises herein contained, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby modify the Original Agreement as Amended as follows:

AGREEMENT AMENDMENTS

1. Section 1 of the Original Agreement as Amended, entitled "Agreement Provisions," is amended to read as follows:

"The term of this Agreement shall begin on the Effective Date of this Agreement and terminate on June 30, 2022."

2. Except as amended above, all other terms and conditions of the Original Agreement as Amended shall remain in full force and effect. In case of a conflict in the terms of the Original Agreement as Amended and this Second Amendment, the provisions of this Second Amendment shall control.

The Parties acknowledge and accept the terms and conditions of this Second Amendment as evidenced by the following signatures of their duly authorized representatives.

CITY OF SANTA CLARA, CALIFORNIA
a chartered California municipal corporation

APPROVED AS TO FORM:

Dated: 12/13/2021

Alexander Abbe Digitally signed by Alexander Abbe Date: 2021.12.09 18:41:22 -08'00'

Office of the City Attorney

DEANNA J. SANTANA
City Manager
1500 Warburton Avenue
Santa Clara, CA 95050
Telephone: (408) 615-2210
Fax: (408) 241-6771

"CITY"

[SIGNATURES CONTINUED ON NEXT PAGE]

OUTFRONT MEDIA LLC
A Delaware corporation

Dated: 12/3/2021

By: DocuSigned by:
6D[illegible]
(Signature of Person executing on behalf of Advertiser)

Printed Name: Rob Shilling

Title: Gm

Address: OUTFRONT
1695 Eastshore Hwy

Email Address: rob.shilling@outfront.com

Telephone: (510) 559.1133

Fax: (xxx) xxxxxxx

"ADVERTISER"

City of Santa Clara
Project Clearance Committee Minutes

Tuesday, November 24, 2020
Due to COVID-19 there was not an in-person meeting

I. CALL TO ORDER

Department	Reviewer / Rep	E-mail	Phone
Community Development - Planning Division	Elaheh Kerachian	EKerachian@SantaClaraCA.gov	215-2454
Fire	Jignesh Maun	JMaun@SantaClaraCA.gov	615-4997
Parks & Recreation	Gina Saporito	GSaporito@SantaClaraCA.gov	615-2249
Police	Tyson Shearer	TShearer@SantaClaraCA.gov	615-4761
Public Works – Land & Property Division	Viet Nguyen	VNguyen@SantaClaraCA.gov	615-3044
Public Works – Streets Division	Rinta Perkins	RPerkins@SantaClaraCA.gov	615-3081
Public Works - Traffic Division	Carol Shariat	CShariat@santaclaraca.gov	615-3024
Silicon Valley Power	Krishn Patel	KPatel@SantaClaraCA.gov	615-2728
Water & Sewer	Roger Palacpac	RPalacpac@SantaClaraCA.gov	615-2017

The City's mailing address is:
1500 Warburton Avenue Santa Clara, CA 95050
Santa Clara, CA 95050

Permit Center Fax: 241-3823
Planning Division Fax: 247-9857

II. TABLE OF CONTENTS - DEVELOPER APPLICATIONS

FOR PCC REVIEW

A. **PLN2020-14594 / 630 Laurelwood Road** Page 1
APN: 101-13-004
Project Planner: Ela Kerachian, Associate Planner
Action: Incomplete

III. PCC REVIEW OF DEVELOPER APPLICATIONS

A. File: PLN2020-14594

Location:	630 Laurelwood Road; APN: 101-13-004
Applicant:	Bryan Scott
Owner:	Public Storage
Request:	Construct a single-sided 14’ x 48’ digital LED billboard adjacent to the 101 freeway in Santa Clara as part of a relocation project.
CEQA Determination:	Exempt
Related Files:	PLN2020-14345
Applicant Present:	N/A
Date Last Heard:	3/31/20
Remarks:	Staff reviewed the proposal as submitted, and noted the following:

REQUIREMENTS FOR PROJECT COMPLETENESS AND COMMENTS:

The project is deemed incomplete as submitted.

COMMUNITY DEVELOPMENT

PLANNING DIVISION

P1. Applicant shall provide information regarding the maximum illumination output from the sign as measured at 250 feet distance.

P2. “Public Storage” sign located below billboard must be filed under a separate planning application after approval of billboard is granted.

SILICON VALLEY POWER

SVP1. Pole line where you are showing the service point for the new billboard belongs to PG&E and cannot be the service point for the billboard. The billboard is located on a parcel within Santa Clara, served from SVP. SVP provides one service per parcel, hence you will need to run power to the billboard from the buildings electrical.

CONDITIONS OF APPROVAL

In addition to complying with all applicable codes, regulations, ordinances and resolutions, the following **conditions of approval** are recommended:

GENERAL

A. If relocation of an existing public facility becomes necessary due to a conflict with the developer's new improvements, then the cost of said relocation shall be borne by the developer.

B. Comply with all applicable codes, regulations, ordinances and resolutions.

ATTORNEY'S OFFICE

A. The Developer agrees to defend and indemnify and hold City, its officers, agents, employees, officials and representatives free and harmless from and against any and all claims, losses, damages, attorneys' fees, injuries, costs, and liabilities arising from any suit for damages or for equitable or injunctive relief which is filed by a third party against the City by reason of its approval of developer's project.

COMMUNITY DEVELOPMENT

BUILDING DIVISION

BD1. N/A

HOUSING & COMMUNITY SERVICES DIVISION

H1. N/A

PLANNING DIVISION

P1. Submit plans for final architectural review to the Planning Division and obtain architectural approval prior to issuance of building permits. Said plans to include, but not be limited to: site plans, floor plans, elevations, landscaping, lighting and signage. Landscaping installation shall meet City water conservation criteria in a manner acceptable to the Director of Planning and Inspection.

P2. Prior to approval, the developer shall comply to all requirements acquired from the current edition of Caltrans Outdoor Advertising Act.

P3. Developer is responsible for collection and pick-up of all trash and debris on-site and adjacent public right-of-way.

P4. No portion of the billboard shall project over property line.

P5. Transitions between the content and/or image shall be immediate only and shall occur simultaneously on the entire display area.

P6. The sign or its message, content and/or image shall not be configured to resemble or simulate any lights or official signage used to control traffic in accordance with the currently adopted edition of the Caltrans' Outdoor Advertising Act and Regulations.

P7. The applicant shall be responsible for all graffiti removal on the billboard.

P8. Identified existing mature trees to be maintained and not removed prior to construction of billboard. Prepare a tree protection plan for review and approval by the City prior to any demolition, grading or other earthwork in the vicinity of existing trees on the site.

P9. Provide the City with contact information for a person who is available to be contacted at any time and who is able to turn off the display promptly should the sign malfunction, damage, or inappropriate display occurs.

P10. If the City determines that the sign causes glare or otherwise impairs the vision of the driver of a motor vehicle or otherwise interferes with the operation of a motor vehicle, the owner of the sign, within twelve hours of request by the City, shall reduce the intensity of the display to an alternative setting that satisfactorily mitigates the specific impairment to the driver as determined by the City

P11. The Director of Planning may refer the Use Permit to the Planning Commission at any time to consider the initiation of revocation proceedings if the conditions of approval are violated or the operation is inconsistent with the approved Use Permit.

P12. In compliance with State law (Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event that historical artifacts are found, all work within 50 feet of the find will stop and a qualified professional archeologist will examine the find. If the find is determined to be significant, treatment recommendations will be developed and implemented before earthmoving or construction activities can recommence within the designated resource area.

P13. Native soil excavated from the upper two to three feet of the site and proposed for off-site disposal shall be appropriately tested for chemicals related to agricultural activities. If contamination is detected, soil materials will be disposed of in accordance with State regulations for hazardous waste.

P14. If evidence of historic release of hazardous materials is discovered, work will be stopped in the immediate area and soil samples will be completed and analyzed by a qualified environmental professional to determine the type and extent of release and potential health effects to construction workers. The analytical results will be compared against applicable hazardous waste criteria, and if necessary, the investigation will provide recommendations regarding management and disposal of affected soil and groundwater. Any contaminated soil and/or groundwater found in concentrations above developed thresholds shall be removed and disposed of according to California Hazardous Waste Regulations. Special health and safety measures and/or soil management procedures may also be required during project construction

P15. Construction activity shall be limited to the hours of 7:00 a.m. to 6:00 p.m. weekdays and 9:00 a.m. to 6:00 p.m. Saturdays for projects within 300 feet of a residential use and shall not be allowed on recognized State and Federal holidays.

P16. Applicant shall enter into a Billboard Relocation Agreement with the City consistent with the City's Billboard Relocation Policy and that the Applicant shall provide at least 10% of public service announcement use, free of charge to the City and nonprofit entities, of one full face of copy exposure based on daily use (e.g. 365 days per year), and at least 50% of such public service announcement use shall occur during the hours of 6:00 a.m. and 9:00 p.m. daily.

FIRE

F1. Approved with no conditions.

PARKS & RECREATION

PR1. N/A

POLICE

PD1. Approved with no conditions.

PUBLIC WORKS

ENGINEERING

E1. Obtain site clearance through Public Works Department prior to issuance of Building Permit. Site clearance will require payment of applicable development fees. Other requirements may be identified for compliance during the site clearance process. Contact Public Works Department at (408) 615-3000 for further information.

E2. All work within the public right-of-way and/or public easement, which is to be performed by the Developer/Owner, the general contractor, and all subcontractors shall be included within a Single Encroachment Permit issued by the City Public Works Department. Issuance of the Encroachment Permit and payment of all appropriate fees shall be completed prior to commencement of work, and all work under the permit shall be completed prior to issuance of occupancy permit.

E3. Obtain Caltrans approval for LED billboard facing US Route 101.

STREETS DIVISION

L1. N/A

SILICON VALLEY POWER

SVP1. To be determined.

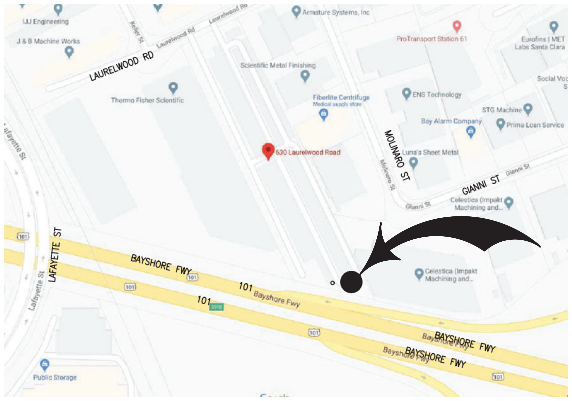
WATER & SEWER
W1. N/A

LOCATION MAP
PLN2020-14594

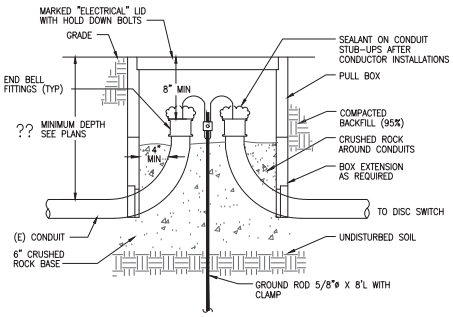
PREPARED: _____
Kirandeep Singh
Office Specialist II

APPROVED: _____
Gloria Sciara, AICP
Development Review Officer

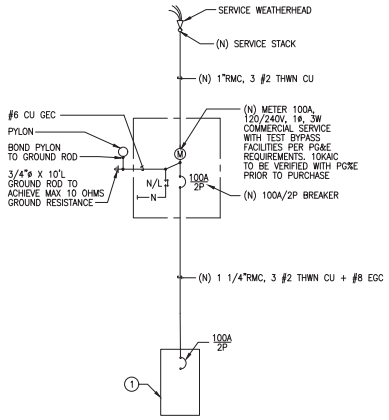
VICINITY MAP



PULLBOX DETAIL



SINGLE LINE DIAGRAM



NOTES:

1. SIGN PANEL, PROVIDED W/BILLBOARD 100A, 120/240V, 1ø, 3W, NEMA 3R (PANEL & CB SHORT CIRCUIT RATING 10 KAIC)

SCOPE OF WORK

NEW GENERAL ADVERTISING SIGN

- 14'X48' DIGITAL SINGLE DISPLAY
- 55'-0" OVERALL SIGN HEIGHT

PROJECT DATA

LOCATION: 630 LAURELWOOD RD, SANTA CLARA, CA 95054

CONSTRUCTION TYPE: OUTDOOR ADVERTISING SIGN

JURISDICTION: CITY OF SANTA CLARA

APPLICABLE CODES:
2019 CALIFORNIA BUILDING CODE (CBC) WITH CITY OF SANTA CLARA AMENDMENTS
2019 CALIFORNIA ELECTRICAL CODE (CEC)
2019 CALIFORNIA ENERGY CODE AKA ENERGY EFFICIENCY STANDARDS (EES)

PROJECT TEAM

OWNER & CONTRACTOR:
OUTFRONT MEDIA, INC
1695 EASTSHORE HIGHWAY
BERKELEY, CA 94710
CONTACT: BRYAN SCOTT
TEL: (510) 559-1139

ELECTRICAL ENGINEER:
ZEIGER ENGINEERS, INC.
478 3RD STREET
OAKLAND, CA 94607-3834
RONALD ZEIGER
TEL: (510) 452-9391
E-MAIL: RON@ZEIGERENGINEERS.COM

LEGEND AND ABBREVIATIONS

LEGEND

- A-1 / ## — HOMERUN CONDUIT AND CONDUCTORS TO PANEL 'A' CIRCUIT 1; SLASH MARKS INDICATE NUMBER OF CONDUCTORS, 2 #12 AWG + 1 #12 GND, UON
- CONDUIT UNDERGROUND
- OH — OVERHEAD WIRES
- CONDUIT UP
- CONDUIT DOWN
- METER
- GROUND TO EARTH
- CIRCUIT BREAKER
- NEUTRAL LINK
- PB — PULLBOX
- PANEL

ABBREVIATIONS

A	AMPERE
AFG	ABOVE FINISHED GRADE
AWG	AMERICAN WIRE GAUGE
C	CONDUIT
CB	CIRCUIT BREAKER
CO	CONDUIT ONLY
CU	COPPER
(E)	EXISTING TO REMAIN
EGC	EQUIPMENT GROUNDING CONDUCTOR
G,GND	GROUND
GEC	GROUNDING ELECTRODE CONDUCTOR
JP	JOINT POLE
KAIC	KILOAMPERES INTERRUPTING CAPACITY
(N)	NEW
NIC	NOT IN CONTRACT
N/L	NEUTRAL LINK
PB	PULLBOX
POC	POINT OF CONNECTION
PVC	POLYVINYLCHLORIDE
RMC	RIGID METAL CONDUIT
(R)	EXISTING TO BE REMOVED
TS	TIME SWITCH
V	VOLT
W	WATT

LOAD CALCULATION

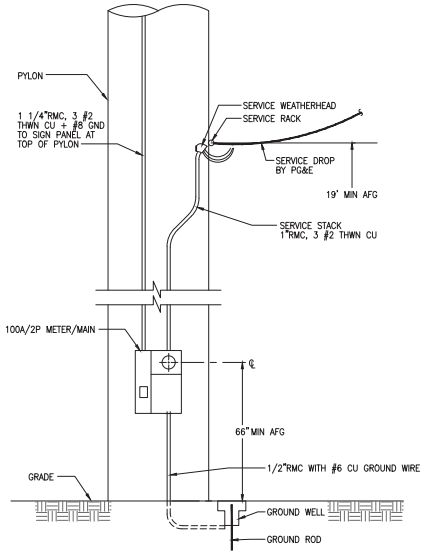
PANEL S1 — CONNECTED MAXIMUM LOAD = 19196 W

CALCULATED TOTAL LOAD = 19196 W X 1.25 = 23995 W

MINIMUM SERVICE RATING: 23995 W : 240V = 100 A

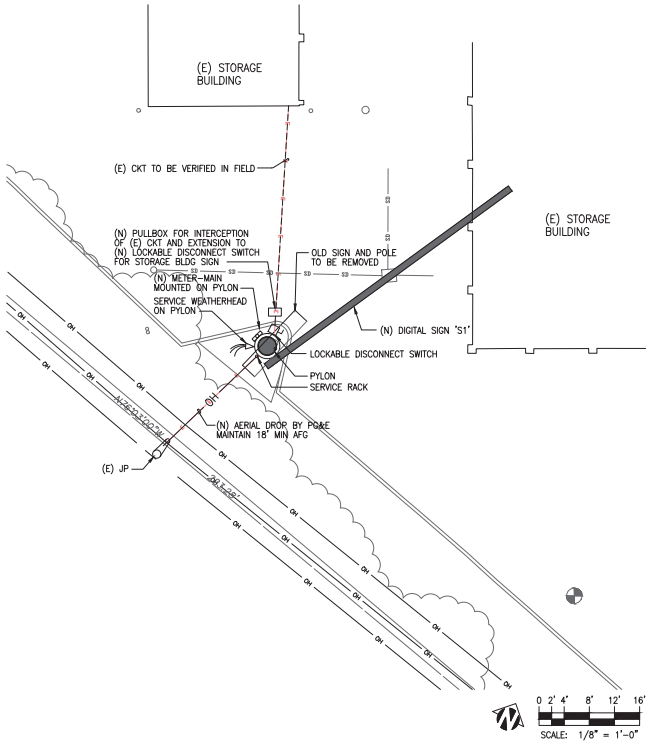
SERVICE SIZE SELECTED: 100A, 120/240V, 1ø, 3W

METER / MAIN MOUNTING DETAIL



(N) ELECTRICAL SITE PLAN

1/8"=1'-0"



REVISIONS	DATE

OWNER
OUTFRONT MEDIA
1695 EASTSHORE HIGHWAY
BERKELEY, CA 94710

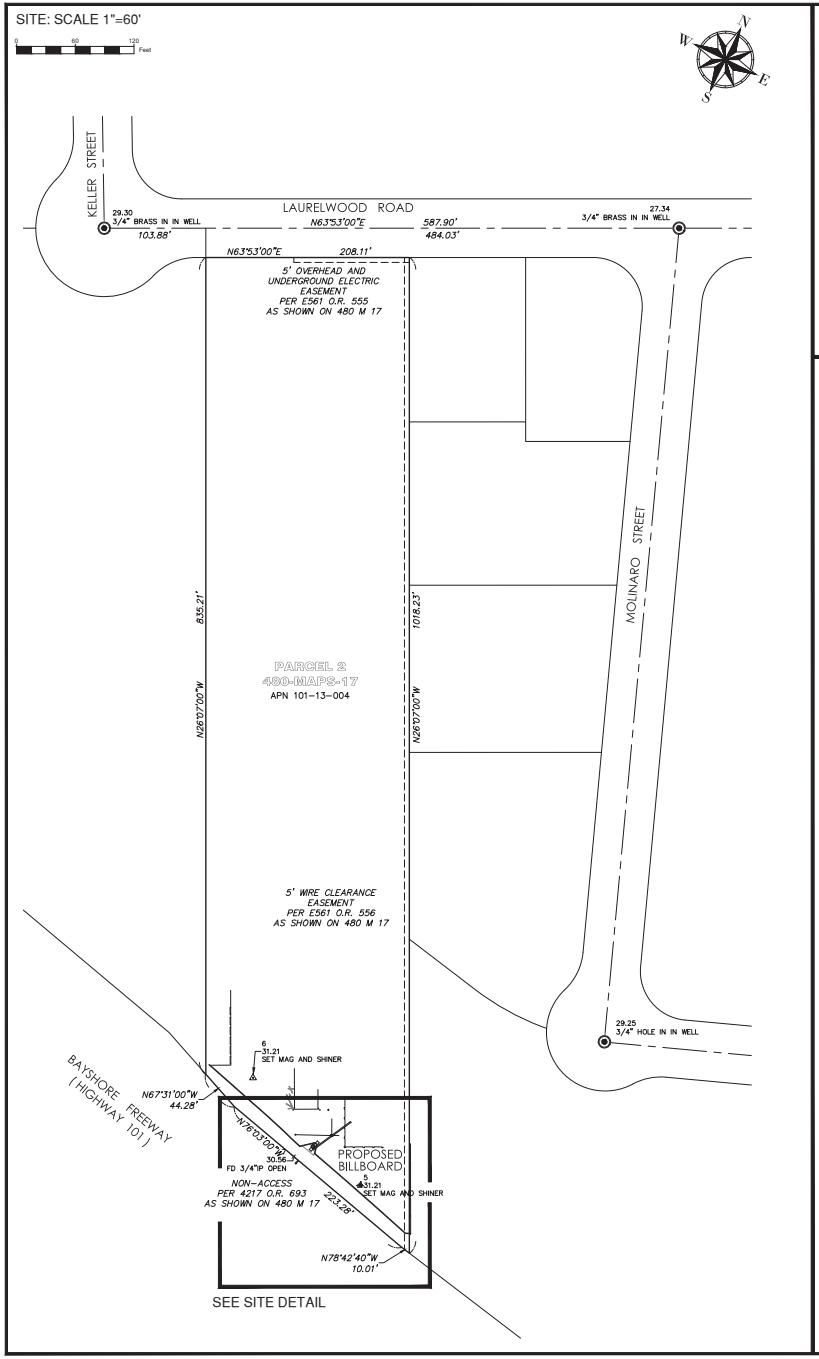
DIGITAL SIGN
630 LAURELWOOD RD
SANTA CLARA, CA 95054

ELECTRICAL SITE PLANS, LEGEND AND SINGLE LINE DIAGRAM

Project Engineer	RONALD ZEIGER
Date	07/13/20
Scale	AS SHOWN
Drawn	STAFF
Job	4682
Sheet	E1

4682 7/13/20

SITE: SCALE 1"=60'



UTILITY NOTES

1. UNDERGROUND UTILITIES SHOWN ARE BASED ON SURFACE VISUAL EVIDENCE AT THE TIME OF THE SURVEY. NO UNDERGROUND LOCATION WAS CONTRACTED FOR THIS SURVEY.
2. CONTRACTORS AND OTHER PERFORMING WORK SHALL VERIFY THE EXACT LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES WITHIN CONSTRUCTION AREA.
3. SPRINKLER HEADS AND IRRIGATION LATERAL LINES ARE NOT SHOWN HEREON.
4. ADDITIONAL UNDETECTED UTILITIES MAY EXIST WITHIN THE LIMIT OF THIS SURVEY.
5. CALL UNDERGROUND SERVICE ALERT (USA) 48 HOURS PRIOR TO ANY UNDERGROUND WORK.

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TREE NOTE

TREE TYPES AND SIZE ARE FOR INFORMATIONAL PURPOSES ONLY. ACTUAL TYPE OF TREE, TREE SHAPE, AND GROVE CONFIGURATION MAY VARY FROM ACTUAL FIELD CONDITIONS. NO WARRANTIES ARE IMPLIED WITH REGARD TO TREE INFORMATION.

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NO ABSTRACT OF TITLE, TITLE COMMITMENT, NOR RESULTS OF A TITLE SEARCH WERE FURNISHED TO CHAPPELL SURVEYING, INC. THERE MAY EXIST DOCUMENTS OF RECORD THAT MAY AFFECT THIS SURVEYED PARCEL.

SITE BENCHMARK

ELEVATION: 31.21 FEET
DATUM: NAVD 88
POINT I.D.: 5

DESCRIPTION: MAG NAIL AND SHINER
LOCATION: SHOWN HEREON THIS MAP

SURVEYOR'S STATEMENT

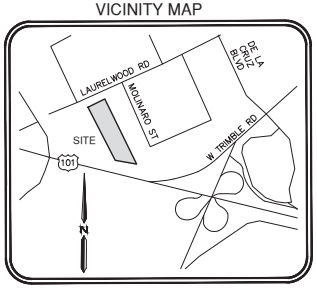
THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION.

BRETT J. CHAPPELL, PROFESSIONAL LAND SURVEYOR
LICENSE NUMBER 7547
EXPIRATION DATE: DECEMBER 31, 2021

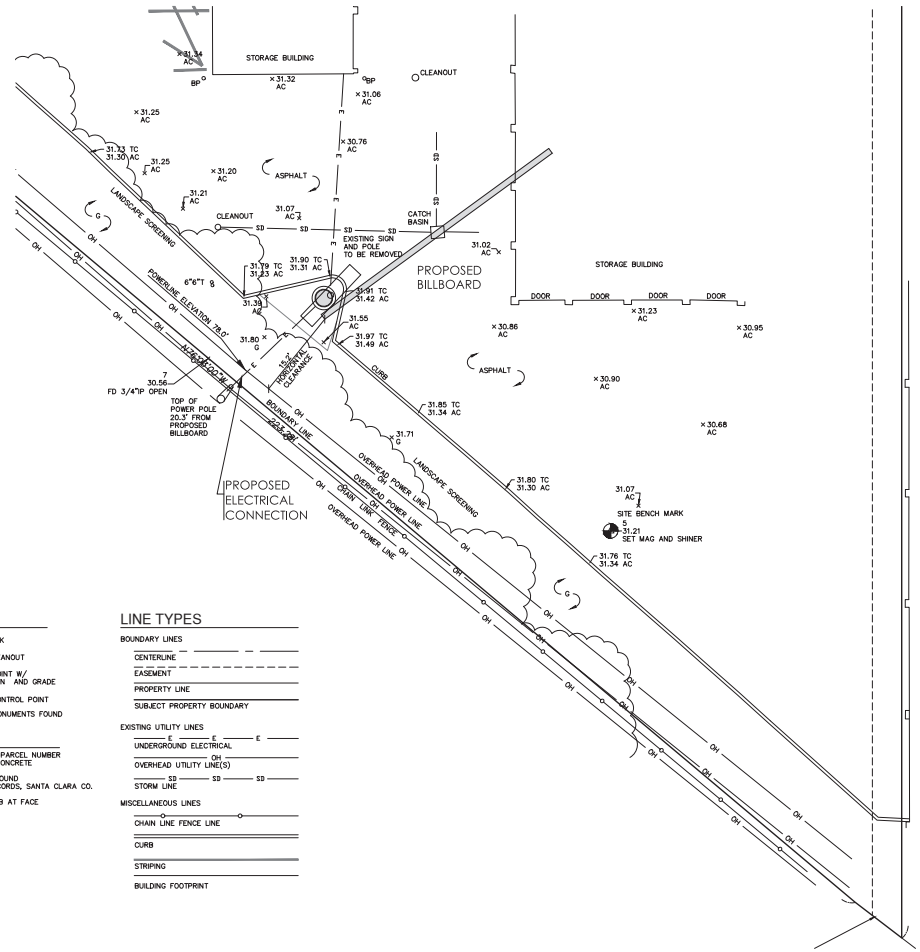
12/16/2019
DATE

PROFESSIONAL LAND SURVEYOR
BRETT J. CHAPPELL
No. 7547
STATE OF CALIFORNIA

VICINITY MAP



SITE DETAIL: SCALE 1" = 10'



SYMBOLS

- BENCHMARK
- SEWER CLEANOUT
- 100.00 AC / AC 100.00 — SURVEY POINT W/ DESCRIPTION AND GRADE
- SURVEY CONTROL POINT
- SURVEY MONUMENTS FOUND

LEGEND

APN	ASSESSOR'S PARCEL NUMBER
AC	ASPHALTIC CONCRETE
BP	BOLLARD
G	NATURAL GROUND
O.R.	OFFICIAL RECORDS, SANTA CLARA CO.
T	TREE
TC	TOP OF CURB AT FACE

LINE TYPES

BOUNDARY LINES
- CENTERLINE
- EASEMENT
- PROPERTY LINE
- SUBJECT PROPERTY BOUNDARY

EXISTING UTILITY LINES
- E — E — E — UNDERGROUND ELECTRICAL
- OH — OVERHEAD UTILITY LINE(S)
- SD — SD — SD — STORM LINE

MISCELLANEOUS LINES
- CHAIN LINE FENCE LINE
- CURB
- STRIPING
- BUILDING FOOTPRINT

CHAPPELL SURVEYING INC
147 N 1st Avenue
Oakdale, Ca. 95361
Phone: (209) 845 9694
WWW.CSI-OAKDALE.COM

SITE PLAN - 14'X48' DIGITAL BILLBOARD
FOR OUTFRONT MEDIA
630 LAUREL WOOD ROAD

STATE OF CALIFORNIA
COUNTY OF SANTA CLARA
CITY OF SANTA CLARA

No.	Revisions

Date	12/16/2019
Scale	F-40' / 1"=60'
Field	BC
Mapping	BC
Approved	BC
Job No.	2019178TP

Drawing: 2019178TP

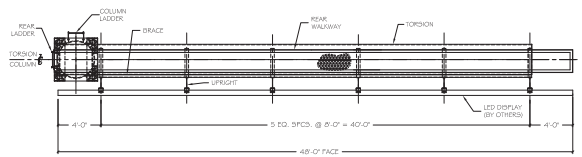
1 OF 1

Full Flag billboard (14′ x 48′).
55′ tall overall.

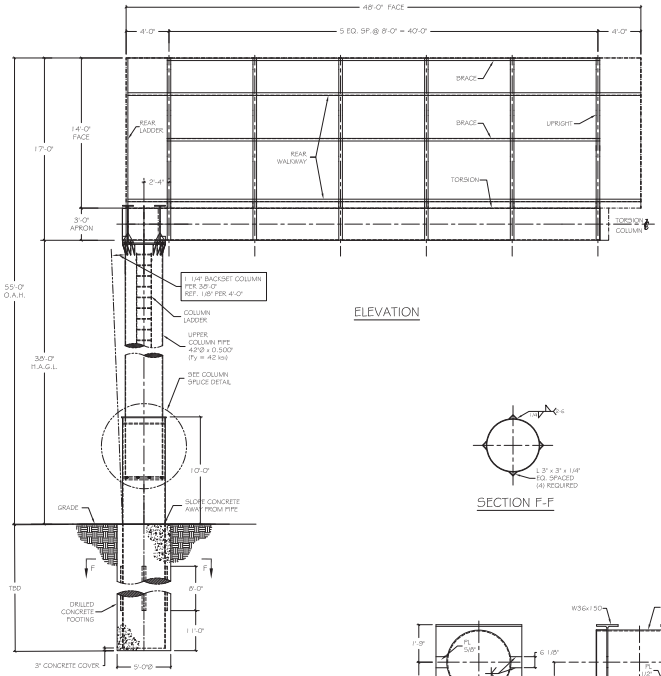
Public Storage sign cabinets to be mounted to front and back of Black billboard pipe as shown.
Sign cabinets to be 8′ tall and 12′ wide.
Mounted at 35′ to top of sign.
Internal LED illumination.
Flex face with vinyl graphics.

EQUITY SIGN GROUP
FULL SERVICE - DESIGN, MANUFACTURE, INSTALL

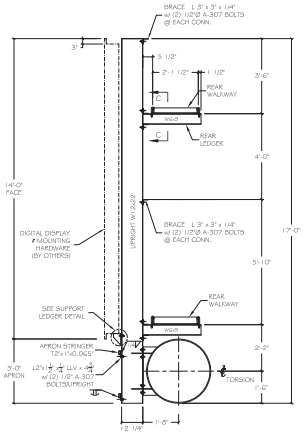
OUTFRONT media
ADDRESS Public Storage
DATE 8-26-19
DRAWING NUMBER OUT 8-26-19



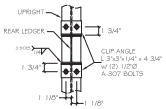
PLAN VIEW



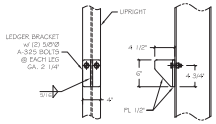
ELEVATION



SECTION F-F THRU SIGN

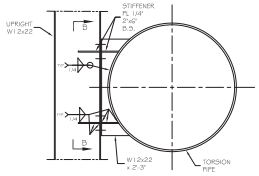


SECTION C-C

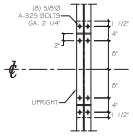


SUPPORT LEDGER DETAIL (DAK) 5000

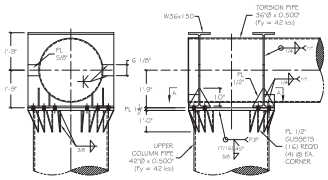
SECTION F-F



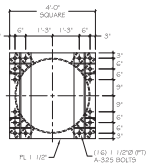
UPRIGHT-TORSION CONNECTION



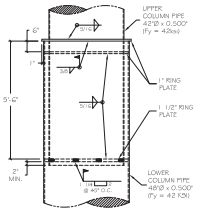
SECTION B-B



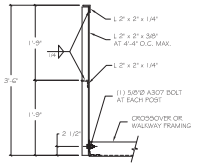
COLUMN-TORSION CONNECTION



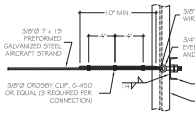
SECTION A-A



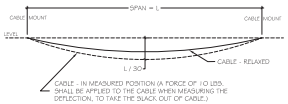
COLUMN SPLICE DETAIL



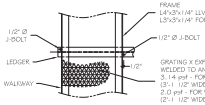
TYPICAL HAND RAIL CONNECTION



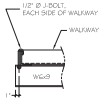
SAFETY CABLE MOUNTING



SAFETY CABLE TENSION



TYPICAL WALKWAY DETAIL



WALKWAY MOUNTING DETAIL

NOTES AND SPECIFICATIONS

(APPLY UNLESS OTHERWISE NOTED ON PERMIT DRAWING)

CODE - 2016 CBC

WIND DESIGN - SIGN STRUCTURE WIND LOADS ARE DETERMINED IN ACCORDANCE WITH ASCE 7-10 SECTION 29.4.1.
BASIC WIND SPEED: 110 MPH (3 SECOND GUST)
RISK CATEGORY: II
EXPOSURE: C
DESIGN WIND PRESSURE: 27.3 PSF (AVERAGE), 41.4 PSF (MAXIMUM)
REFER TO ASCE 7-10 FIGURE 29.4-1.
ANY SIGN COMPONENTS NOT SPECIFICALLY DETAILED ON THESE DRAWINGS BUT ATTACHED TO THE STRUCTURE SHALL BE DESIGNED IN ACCORDANCE WITH THE INFORMATION ABOVE.

SEISMIC DESIGN - SIGN STRUCTURE SEISMIC LOADS ARE DETERMINED IN ACCORDANCE WITH ASCE 7-10 CHAPTER 15 USING DATA FOR SIGNS AND BILLBOARDS FROM TABLE 15.4-2.:
RISK CATEGORY: II
MAPPED SPECTRAL RESPONSE ACCELERATIONS: S_S = 0.654, S_1 = 0.262
SITE CLASS: D
SPECTRAL RESPONSE COEFFICIENTS: S_{DS} = 0.557, S_{D1} = 0.327
SEISMIC DESIGN CATEGORY: "D"
FORCE RESISTING SYSTEM: CANTILEVERED COLUMN
DESIGN BASE SHEAR: 3.52 KIPS
SEISMIC RESPONSE COEFFICIENT (C_S): 0.186
RESPONSE MODIFICATION FACTOR (R): 3.0
SEISMIC BASE SHEAR IS DETERMINED IN ACCORDANCE WITH SECTION 12.8 "EQUIVALENT LATERAL FORCE PROCEDURE" USING THE DESIGN DATA ABOVE

LIVE LOAD - CATWALKS: 40 PSF OR 300 POUNDS AT ANY POINT

DEAD LOAD -
LED DISPLAY: 9600 LBS EACH
OTHER STRUCTURAL MEMBERS: AS NOTED IN CALCULATIONS

STEEL - WIDE FLANGES - ASTM A-992, OTHER SHAPES & PLATES - ASTM A-36.

PIPE SECTIONS - ASTM A-53 B OR A 252 GR 2, OR API - LX WITH MINIMUM YIELD STRENGTH AS INDICATED ON DRAWINGS.

EXPANDED METAL GRATING - EXPANDED METAL GRATING SHALL BE MANUFACTURED FROM CARBON STEEL IN CONFORMANCE WITH THE EXPANDED METAL MANUFACTURERS ASSOCIATION (EMMA) STANDARD NO. 557-99, "STANDARDS FOR EXPANDED METAL." EMMA IS A DIVISION OF THE NATIONAL ASSOCIATION OF ARCHITECTURAL METAL MANUFACTURERS (NAAMM).

ALL STRUCTURAL STEEL SHALL BE FABRICATED AND ERECTED ACCORDING TO LATEST AISC SPECIFICATIONS AND STANDARD PRACTICE.

PAINTING - ALL STRUCTURAL STEEL, EXPOSED TO WEATHER, SHALL BE SHOP PRIMED AND PAINTED IN ACCORDANCE WITH AISC 335 (SPECIFICATION) AND AISC 303 (STANDARD PRACTICE).

CONCRETE - CONCRETE SHALL BE PROPORTIONED WITH TYPE II CEMENT AND HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI AT 28 DAYS. CONCRETE TO BE PLACED IN ACCORDANCE WITH ACI 318 WITH A MAXIMUM SLUMP OF 4".

WELDING - ALL WELDING MATERIALS AND COMPONENTS SHALL BE IN COMPLIANCE WITH AWS D1.1.

BOLTS - ALL REGULAR SHALL CONFORM TO ASTM A-307. HIGH STRENGTH BOLTS SHALL CONFORM TO ASTM A-325. ALL BOLTS SHALL BE INSTALLED TO A SNUG TIGHT CONDITION UNLESS NOTED TO BE PRE-TENSIONED (PT). PT BOLTS SHALL BE FULLY TENSIONED PER AISC TURN OF THE NUT METHOD (1/3 OF A TURN PAST A SNUG TIGHT CONDITION) OR OTHER AISC APPROVED TENSIONING METHOD.

FOUNDATION: ROUND COLUMN FOOTING - EMBEDMENT DEPTH FOR FOOTING DOES NOT APPLY TO LOCATIONS WHERE WALLS OF THE HOLE WILL NOT STAND WITHOUT SUPPLEMENTAL SUPPORT, OR WHERE UNCOMPACTED FILL OR ORGANIC FILL EXISTS. FOUNDATION IS DESIGNED UTILIZING LATERAL BEARING PER IBC SECTION 1806.3. ALLOWABLE LATERAL SOIL PRESSURE PER IBC TABLE 1806.2 IS 100 PSF/FT (CLASS 5 - TYPE: CLAY, SANDY CLAY, SILTY CLAY, CLAYEY SILT, SILT AND SANDY SILT.), DESIGNED LATERAL SOIL PRESSURE HAS BEEN MULTIPLIED BY 2 PER SECTION 1806.3.4. VERIFY SOIL TYPE DURING EXCAVATION. NOTIFY ENGINEER OF ANY DISCREPANCY.

EXTEND COLUMN PIPE TO BOTTOM OF FOOTING (3" CONCRETE COVER REQUIRED)

SPECIAL INSPECTIONS - SPECIAL INSPECTIONS ARE REQUIRED PER CHAPTER 17 FOR THE FOLLOWING ITEMS:
- HIGH STRENGTH BOLTS: PERIODIC INSPECTION TO REVIEW BOLT TYPE AND TENSION
- FOUNDATION: VERIFY PROPER DIAMETER AND DEPTH.
- FIELD WELDING: INSPECTION OF ALL FIELD WELDS PER AISC AND AWS D1.1

STRUCTURAL WELDING SPECIAL INSPECTIONS REQUIRED ABOVE SHALL BE COMPLETED DURING FABRICATION OF MATERIALS WHETHER IN SHOP OR FIELD

STEEL FABRICATOR - ALL STRUCTURAL STEEL SHALL BE SHOP FABRICATED BY THE FOLLOWING CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY APPROVED FABRICATOR:
PAGE STEEL
2040 INDUSTRIAL DRIVE
PAGE, ARIZONA 86040

THE ERECTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD BEFORE ERECTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES. .

THE UNDERSIGNED ENGINEER WILL NOT SUPERVISE THE FABRICATION OR ERECTION OF THIS STRUCTURE.

THIS PRINT IS THE PROPERTY OF RMG OUTDOOR, INC.
PROFESSIONAL SEAL VALID ONLY WHEN FABRICATED BY THE ABOVE. IT IS PROVIDED FOR PERMIT PURPOSES ONLY.
ANY OTHER USE OR REPRODUCTION IS PROHIBITED WITHOUT WRITTEN AUTHORIZATION FROM RMG OUTDOOR, INC.

PRELIMINARY DRAWING NOT FOR CONSTRUCTION

CUSTOMER: OUTFRONT MEDIA

SIGN LOCATION: 630 LAUREL WOOD SANTA CLARA, CA

14' x 48'
SINGLE POST
FULL FLAG
SINGLE FACE
LED READY

RMG Outdoor Inc.
4425 North 24th Street, Suite 200
Phoenix, Arizona 85016
Phn: (602) 230-8634 Fax: (602) 230-9071

ENG. NO.	DR.	CH.
G-1XXXX	FS	FS
	DATE 11/04/19	
JOB NO.	SHEET NO. S1 of 1	

EVERNG E:\ARCHIVE\TEMP\0 14\#FFB\#-LED READY 50' OUTFRONT MEDIA-SANTA CLARA CA

STATE OF CALIFORNIA

Sign Lighting

NRCC-LTS-E (Created 11/19) — CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE — NRCC-LTS-E

This document is used to demonstrate compliance with requirements in §110.9, §110.12, §130.0, §130.3, §140.8, and §141.0(b)2M for sign lighting scopes using the prescriptive path. Exit signs and traffic signs are not required to comply with prescriptive requirements per exceptions to §140.8 and do not need to complete this compliance document.

Project Name:	630 LAURELWOOD RD, SANTA CLARA - DIGITAL BILLBOARD	Report Page:	Page 1 of 4
Project Address:	630 LAURELWOOD RD, SANTA CLARA, CA 95054	Date Prepared:	07/13/2020

A. GENERAL INFORMATION

01	Project Location (city)	SANTA CLARA
02	Climate Zone	4
03	☐ Building is a healthcare facility	

B. PROJECT SCOPE

Table Instructions: Include any illuminated signs that are within the scope of the permit application and are demonstrating compliance using the prescriptive path outlined in §140.8 or §141.0(b)2M for alterations. Exit signs and traffic signs are not required to comply with prescriptive requirements per exception to §140.8 and do not need to complete this compliance document. WARNING: Changing the Compliance Method in this table will result in the deletion of data previously input. If you need to change the compliance method, please open a new form or use "Save As".

01	02	03	04	05
Name or Item Tag	Complete Sign Description	Sign Status[1]	Sign Type	Compliance Method[2]
SIGN 'S1'	DIGITAL	New	Outdoor	Alternate Light Sources

[1]FOOTNOTE: Sign alterations that increase the connected lighting load, replace and rewire more than 50% of the ballasts, or relocate the sign to a different location must comply with §140.8. See §141.0(b)2M for more details.
[2]The ENERGY VERIFIED Label compliance method is only applicable if the sign has a permanent, factory-installed, ENERGY VERIFIED label certified by UL or comparable, confirming the sign complies with §140.8. Note that using an ENERGY VERIFIED label is an optional compliance path, not a mandatory requirement. See the tool tips for this table for more details.

C. COMPLIANCE RESULTS

Table Instructions: If any cell on this table says "DOES NOT COMPLY" or "COMPLIES with Exceptional Conditions" refer to Table D. for guidance.

01	02	03		04		05		06	07
Name or Item Tag	Complete Sign Description	Total Allowed (Watts)	≥	Total Designed (Watts)	OR	Compliant Light Sources	OR	ENERGY VERIFIED Label	Compliance Results
(See Table B)	(See Table B)	(See Table F)		(See Table F)		(See Table G)		(See Table H)	
SIGN 'S1'	DIGITAL		≥		OR	YES	OR		COMPLIES
								Controls Compliance (See Table F/G/H for Details)	COMPLIES

STATE OF CALIFORNIA

Sign Lighting

NRCC-LTS-E (Created 11/19) — CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE — NRCC-LTS-E

Project Name:	630 LAURELWOOD RD, SANTA CLARA - DIGITAL BILLBOARD	Report Page:	Page 2 of 4
Project Address:	630 LAURELWOOD RD, SANTA CLARA, CA 95054	Date Prepared:	07/13/2020

D. EXCEPTIONAL CONDITIONS

This table is auto-filled with uneditable comments because of selections made or data entered in tables throughout the form.

No exceptional conditions apply to this project.

E. ADDITIONAL REMARKS

This table includes remarks made by the permit applicant to the Authority Having Jurisdiction.

F. MAXIMUM ALLOWED LIGHTING POWER AND CONTROLS

This Section Does Not Apply

G. LIGHT SOURCES AND CONTROLS

Table Instructions: Complete this table for illuminated signs using the Alternate Lighting Sources compliance method per §140.8(b) as indicated on Table B of this compliance document. Also demonstrate compliance with mandatory controls requirements from §130.3 by indicating control types for each sign.

01	02	03	04			05	
Name or Item Tag	Complete Sign Description	Compliant Light Sources[1]	Mandatory Controls			Field Inspector	
			Shut-Off	Dimming	Demand Response[2]	Pass	Fail
SIGN 'S1'	DIGITAL	LED + pwr supply 80%+ eff.	Auto Timer + Photocontrol	Pwr. reduced 61%+	NA	☐	☐

**NOTE: Selections with a * require a note in the space below explaining how compliance is achieved.*
EX: Sign within tunnel illuminated day & night; EXCEPTION to §130.3(a)2A.

[1]FOOTNOTE: Dropdown choices have been abbreviated, please refer to §140.8(b) to confirm compliance with the specific light source technologies listed.
[2] Authority having jurisdiction may ask for cutsheets to confirm compliance of light source.
[3] Demand response controls are only required for an Electronic Message Center having a new connected lighting power load greater than .5 kW per §110.12(d).

H. ENERGY VERIFIED LABELED SIGNS AND CONTROLS

This Section Does Not Apply

STATE OF CALIFORNIA

Sign Lighting

NRCC-LTS-E (Created 11/19) — CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE — NRCC-LTS-E

Project Name:	630 LAURELWOOD RD, SANTA CLARA - DIGITAL BILLBOARD	Report Page:	Page 3 of 4
Project Address:	630 LAURELWOOD RD, SANTA CLARA, CA 95054	Date Prepared:	07/13/2020

I. DECLARATION OF REQUIRED CERTIFICATES OF INSTALLATION

Table Instructions: Selections have been made based on information provided in previous tables of this document. If any selection needs to be changed, please explain why in Table E. Additional Remarks. These documents must be provided to the building inspector during construction and can be found online at https://www.energy.ca.gov/title24/2019standards/2019_compliance_documents/Nonresidential_Documents/NRCI/

YES	NO	Form/Title	Field Inspector	
			Pass	Fail
◉	○	NRCI-LTS-01-E - Must be submitted for all buildings.	☐	☐

J. DECLARATION OF REQUIRED CERTIFICATES OF ACCEPTANCE

There are no Certificates of Acceptance applicable to sign lighting requirements.

STATE OF CALIFORNIA

Sign Lighting

NRCC-LTS-E (Created 11/19) — CALIFORNIA ENERGY COMMISSION

CERTIFICATE OF COMPLIANCE — NRCC-LTS-E

Project Name:	630 LAURELWOOD RD, SANTA CLARA - DIGITAL BILLBOARD	Report Page:	Page 4 of 4
Project Address:	630 LAURELWOOD RD, SANTA CLARA, CA 95054	Date Prepared:	07/13/2020

DOCUMENTATION AUTHOR'S DECLARATION STATEMENT

I certify that this Certificate of Compliance documentation is accurate and complete

Documentation Author Name:	RONALD ZEIGER	Documentation Author Signature:	
Company:	ZEIGER ENGINEERS, INC	Signature Date:	07/13/2020
Address:	478 3RD STREET	CEA/ HERS Certification Identification (if applicable):	
City/State/Zip:	OAKLAND, CA 94607	Phone:	510-452-9391

RESPONSIBLE PERSON'S DECLARATION STATEMENT

I certify the following under penalty of perjury, under the laws of the State of California:

1. **The information provided on this Certificate of Compliance is true and correct.**
2. **I am eligible under Division 3 of the Business and Professions Code to accept responsibility for the building design or system design identified on this Certificate of Compliance (responsible designer)**
3. **The energy features and performance specifications, materials, components, and manufactured devices for the building design or system design identified on this Certificate of Compliance conform to the requirements of Title 24, Part 1 and Part 6 of the California Code of Regulations.**
4. **The building design features or system design features identified on this Certificate of Compliance are consistent with the information provided on other applicable compliance documents, worksheets, calculations, plans and specifications submitted to the enforcement agency for approval with this building permit application.**
5. **I will ensure that a completed signed copy of this Certificate of Compliance shall be made available with the building permit(s) issued for the building, and made available to the enforcement agency for all applicable inspections. I understand that a completed signed copy of this Certificate of Compliance is required to be included with the documentation the builder provides to the building owner at occupancy.**

Responsible Designer Name:	RONALD ZEIGER	Responsible Designer Signature:	
Company :	ZEIGER ENGINEERS, INC	Date Signed:	07/13/2020
Address:	478 3RD STREET	License:	67219
City/State/Zip:	OAKLAND, CA 94607	Phone:	510-452-9391

POWER SUPPLY EFFICIENCY TABLE

as measured in power supply manufacturer's laboratory

Load Current	Input Watt (Pi)	Output Watt (Po)	Efficiency (%)
25A	771W	675W	87.54%
50A	1512W	1349W	89.22%
75A	2257W	2021W	89.54%
100A	3028W	2694W	88.97%

DIGITAL SIGN COMPLIES ACCORDING TO 2019 BUILDING ENERGY EFFICIENCY STANDARDS SECTION 140.8 SUBSECTION (b) PART (5) BECAUSE IT IS EQUIPPED WITH LIGHT EMITTING DIODES (LEDs) WITH POWER SUPPLY EFFICIENCY OF 80 PERCENT OR GREATER; REFER TO POWER SUPPLY EFFICIENCY TABLE ON THIS SHEET FOR PROOF

REVISIONS	DATE

REGISTERED PROFESSIONAL ENGINEER — RONALD ZEIGER — No. E7219 — EXP. 9/30/20 — Electrical — STATE OF CALIFORNIA

ZEIGER ENGINEERS, INC — ELECTRICAL CONSULTANTS — 478 3RD STREET — OAKLAND, CA 94607 — TEL (510) 452-9391

OWNER — OUTFRONT MEDIA — 1695 EASTSHORE HIGHWAY — BERKELEY, CA 94710

DIGITAL SIGN — 630 LAURELWOOD RD — SANTA CLARA, CA 95054

SIGN LIGHTING COMPLIANCE FORMS

Project Engineer	RONALD ZEIGER
Date	07/13/20
Scale	AS SHOWN
Drawn	STAFF
Job	4682
Sheet	E2

4682 | 7/13/20

22-1718 **Agenda Date: 1/10/2022**

REPORT TO PLANNING COMMISSION

SUBJECT
Patrick Henry Drive Specific Plan Study Session

EXECUTIVE SUMMARY
The City formally commenced preparation of a Specific Plan for the Patrick Henry Drive (PHD) area following the City Council's approval of a contract on August 22, 2018 with planning consultants, Moore Iacofano Goltsman, Inc. (MIG). The Specific Plan will serve as an implementation tool for the City's 2010-2035 General Plan. The Patrick Henry Drive Specific Plan area is designated as a Phase III Future Focus Area for high-density residential development in the General Plan. Preparation of the Specific Plan will establish new General Plan land use designations, land use and urban design policies, amenities, and infrastructure to support the redevelopment of the PHD area from low-intensity office and industrial park use into a high-density, mixed use neighborhood.

The purpose of the study session is to provide the Planning Commission with an overview of the Draft Patrick Henry Drive Specific Plan, answer questions and prepare for the Planning Commission recommendation of adoption hearing in two weeks on January 26, 2022. City Council consideration of the Draft Plan for adoption is scheduled for March 26, 2022.

BACKGROUND
The Patrick Henry Drive Specific Plan Area is approximately 62 net acres located at the western boundary of the City of Santa Clara at Calabazas Creek, bounded generally by the Hetch-Hetchy right-of way to the north, Great America Parkway to the east, and Mission College Boulevard to the south. The City of Sunnyvale lies to the west, across Calabazas Creek. Immediately to the north of the Hetch-Hetchy right-of-way is the former Yahoo! Campus, now owned by Kylli. The Tasman Drive light rail line is approximately ten minutes walking distance from any portion of the Patrick Henry Focus Area, and public transit is also available on Great America Parkway. The Patrick Henry Drive area contains 17 light industrial properties and three public streets, with access to Great America Parkway and Mission College Boulevard. The building stock in the Patrick Henry Drive area consist mostly of one and two-story concrete tilt-up industrial buildings built in the late 1970s and early 1980s, with a series of distinctive four-story concrete buildings along the east side of Old Ironsides Drive.

At an April 2019 City Council meeting the Council also reviewed the following objectives applicable to both the Patrick Henry Drive and Freedom Circle areas:

- *Neighborhood Planning:* Establish new land use designations customized for the plan area; frameworks for the development of parks and open spaces, circulation, urban design; an infrastructure plan with funding strategies, design criteria and guidelines for buildings, streets and open spaces; and implementation plans.
- *Commercial Development:* Strategically locate retail nodes throughout plan areas. All new

residential development should be within a 10-minute walk of at least 20,000 square feet of neighborhood serving commercial uses.

- *Parkland and Open Space*: Establish a parkland dedication standard (consistent with the recently developed Tasman East Specific Plan) which requires a minimum of 22 percent of total developable land be allocated to programmable public parkland and other open space amenities. A maximum of 50 percent of this total dedication may be developed in the form of private open space, with the remainder required to be dedicated as programmable public parkland. Applicants will also be required to comply with the Parkland Dedication Ordinance, including payment of fees equivalent to the total obligation identified in City Code Chapter 17.35. Include privately owned publicly accessible spaces throughout new development to provide additional open space amenities and support placemaking.
- *Community Amenities:* Identify a location for a new public school, branch library and publicly accessible community meeting spaces. Locate the school with connections to open space areas. Consider a range of library types, such as siting a new urban library on the ground floor of a mixed-use development or locating a library within a new park. Create new meeting spaces which would be accessible during evening and weekend hours for public use. Evaluate the potential for a new community center.
- *Infrastructure:* Develop an infrastructure plan and associated funding plan that ensure infrastructure will be adequate to support planned uses, densities and intensities. The infrastructure plan will ensure orderly, efficient provision of infrastructure and establish an equitable structure through which improvements will be funded.
- *Walkability:* Repurpose and redesign existing rights-of-way to provide a human-scale, multi-modal environment with greatly enhanced pedestrian facilities.
- *Affordability:* Require 15 percent of all residential units developed to be made affordable to households at or below 80 percent of area median income (AMI). The Specific Plans include the conversion of industrial and commercial lands to residential uses, which have higher market land value, supporting a higher standard for the delivery of affordable units than seen Citywide. While the City's Affordable Housing Ordinance requires 15 percent of residential units to be developed as affordable, the affordability of the units is set at 100 percent of AMI. Creating an 80 percent AMI affordability requirement for affordable units produced in the Specific Plans will diversify the City's affordable housing inventory and create opportunities for households with lower income levels.

Also, at the April 2019 meeting the Council reviewed the following objectives for the Patrick Henry Drive area:

- Establish land use policies that allow the transformation of the area from office and light industrial uses to a high-density residential urban neighborhood.
- Support high density land use, with some mixed-use buildings to provide neighborhood- and site-serving retail and community amenities.
- Provide approximately 4,500 - 5,000 residential units with estimated densities ranging from 85 - 200 du/acre.
- Allow a range of building heights between 5 and 25 stories, with lower height buildings planned along the western edge of the plan area.
- Provide a primary public park centrally located within the plan area, connected to a central north-south greenway, and supported by plazas and other smaller scale open space areas.
- Increase east-west and north-south non-vehicular connectivity options, including a new "slow

street" connecting to the 3005 Democracy Way (Kylli) Project and VTA service to the north that emphasizes pedestrian and bicycle movement over automobile traffic flow.
- Provide a new vehicle connection to Mission College Boulevard.
- Provide improved connectivity to the Calabazas Creek trail.
- Identify a potential branch library site and spaces for day care or other community amenities.

Project Description
The Patrick Henry Drive Specific Plan plans for two potential build out Scenarios.

- Scenario A includes approximately 12,000 net new residential units and 310,000 net new square feet of non-residential uses, of which 200,000 square feet is net new retail or public facilities space for uses such as library and/or community room space. The remaining non-residential uses include 110,000 square feet for educational facility uses.
- Scenario B substitutes office for high-density residential in the "High Density Flex" zone along the eastern edge of the Plan Area, amounting in an approximate total of 10,300 net new residential units, 785,000 net new square feet of office, and 310,000 net new square feet of other non-residential uses (e.g., retail, community space, library, educational facility).

	Residential Units	**Office**	**Other Non-Residential Uses**
Scenario A	12,000	-	310,000 SF
Scenario B	10,300	785,000 SF	310,000 SF

Additionally, at a December 2019 meeting, the City Council reviewed a preliminary site plan and provided direction to staff as follows:
- Parkland and Open Space - 22% of the Specific Plan area is proposed to be designated as public parkland or publicly accessible privately maintained open space. The proposed parkland includes a central park spine running north/south through the center of the new neighborhood and two smaller parks located at opposite edges of the Specific Plan area.
- Circulation - the Plan makes use of the existing street right-of-way and identifies new vehicular and multimodal circulation roads and/or paseos throughout the plan area to promote pedestrian and bicycle use and break up the existing superblocks to support intensified land use.
- Community Benefits - in addition to parks, open space, retail, a community meeting room, and other benefits already included in the Specific Plan, the Specific Plan will include provisions for a public library space on the Z&L property as a community benefit tied to an increase allowance for density above what the Specific Plan would otherwise allow.

DISCUSSION
The following highlights three topic areas of particular interest to the Planning Commission and the public. The approach described below is intended to follow the overall guiding principles for preparation of the Specific Plan to support a significant amount of new housing growth as proposed by individual property owners while maximizing the incorporation of community amenities in a manner that shares their costs over multiple projects and does not make implementation of the Specific Plan infeasible.

1) Land Use Plan, Roadway Alternatives and Urban Design Framework (Amenities)

The Land Use Plan and Urban Design Framework (Attachment 2) identifies locations for proposed residential and flex land use designations within the Specific Plan to align with the two potential development scenarios previously reviewed by the City Council and analyzed in the EIR.

Generally, the most intense land uses are located in the center of the Plan area. The High-Density Flex designation is proposed for the property fronting Great America Parkway, where either high-intensity office uses or high-density residential are appropriate land uses. Ground floor retail square footage and public uses are distributed among several properties fronting onto Patrick Henry Drive to foster a new pedestrian-oriented street with active ground floor uses and amenities to support the development of a complete neighborhood. In addition, each diagram has two alternatives, one with and one without a roadway connection to Mission College Boulevard. The roadway alternatives are discussed further below.

The plans also identify proposed locations for public facilities and amenities such as parks, open spaces, a community room, and space for a new public library. The land use plan supports the development of the segment of Patrick Henry Drive perpendicular to Great America Parkway as a new “Main Street” for the Patrick Henry neighborhood, with civic uses and open space areas arranged along this east-west axis. Land dedication to benefit the broader Plan area will be borne by multiple property owners in the Specific Plan, with many contributing land for roadway, parkland, greenway, library and/or community space. Some properties will also be required to incorporate space for retail to support the implementation of the Main Street.

2) Proposed Land Use Designations

The proposed Specific Plan land use plan would utilize four residential land use designations and one flexible residential/commercial designation:

- Very High Density (51-100 du/ac)
- Village Residential (60-150 du/ac)
- Urban Village Residential (100-150 du/ac)
- Urban Center Residential (120-250 du/ac); and
- High Density Flex designation (60-150 du/ac or up to a 2.0 floor area ratio of commercial development).

These densities correspond to the input provided by the Patrick Henry Drive area stakeholders and are reflected on the Land Use diagram. Maximum allowable building heights would range from five stories at the lowest allowed density designation to 25 stories at the highest density designation. The tallest building heights are allowed at the center of the plan area with more restrictive, lower building heights in place closest to the western edge of the plan area, which is closet to other existing residential uses. Buildings will also be generally limited by the Federal Aviation Administration (FAA) airport height limits.

3) Circulation and Roadway Network

The Land Use Plan makes use of the existing street rights-of-way but also identifies a limited amount of new vehicular and multimodal circulation roads and/or paseos throughout the plan area. These new circulation routes will allow additional routes of travel within the Plan area, promote pedestrian and bicycle use, and break up the existing superblocks to support intensified land use. The new roads are intended for low-speed vehicular use, emphasizing shared facilities where pedestrians,

bicycles and cars all have an equal ability to use the rights-of-way. New greenway connections are also proposed in the interior of the central block to promote pedestrian and bicycle circulation and break up the massing of future development.

At the December 21, 2021 Mission College Board of Trustees meeting, the Board of Trustees voted unanimously to not approve the proposed connection to the Mission College private driveway from the Patrick Henry Drive plan area.

The Patrick Henry Drive plan has been adjusted to reflect the decision by the Mission College Board of Trustees to not support the connector roadway. The new Land Use Diagram and Urban Design Framework both no longer include the connection to the Mission College private driveway. The alignment for the potential roadway is now shown as a greenway or other park-like feature. The alignment of the connector was shown as being 60' in width and is located directly adjacent to a 45' wide Art Garden on the SummerHill property. Although these two amenities are being planned independently of and could be built years apart from each other, consideration should be given to strategies to combine these two amenities or to at least make them complementary to each other.

An alternate version of the revised plan will still include a potential connection between the Patrick Henry Drive plan area and the Mission College private drive, if in the future the Mission College Board of Trustees decides to reconsider and decides to allow for the connector to be extended onto Mission College's property. The potential connector roadway will be shown on the Alternate Land Use Diagram and Urban Design Framework with a caveat in the plan that on December 21, 2021 the Board of Trustees voted against the connection and that any potential connection would have to be reconsidered by the Board.

Previous Planning Commission Feedback

The Draft Patrick Henry Drive Specific Plan was presented at a study session to the Planning Commission on October 28, 2020. The Commission provided comments and asked questions about the proposed building heights, density, and transit access. In response to a Commission question, staff clarified that school uses are being analyzed in the EIR so should a property be acquired for a school in the Specific Plan area, no additional environmental review would be necessary for the proposed use.

ENVIRONMENTAL REVIEW

The action being considered is a study session only and does not constitute a "project" within the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15378(a), as it has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

A Draft Environmental Impact Report has been prepared and circulated for the Specific Plan. The Final EIR including responses to comments received through circulation will be brought to the Planning Commission for recommendation to the City Council along with the Specific Plan.

FISCAL IMPACT

There is no fiscal impact to the City other than administrative staff time and expense.

COORDINATION
This report has been coordinated with the City Attorney's Office.

PUBLIC CONTACT
A virtual community meeting was held on March 11, 2021 to present the draft plan to the community. There were approximately 70 attendees. Speakers at the meeting expressed concern with traffic impacts, the potential roadway connecting the plan area to Mission College Boulevard, and planning for future pandemics.

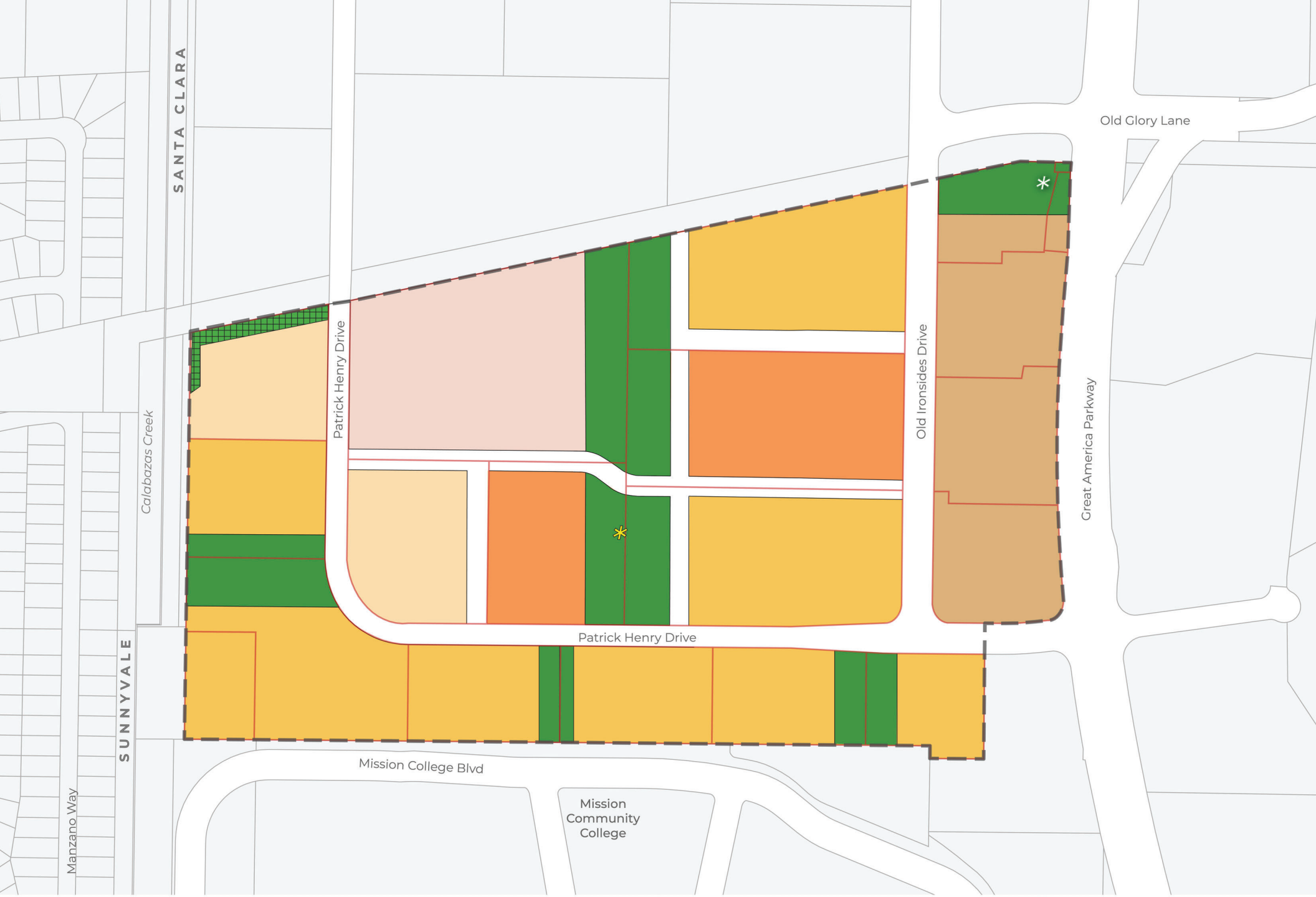
Public contact was made by posting the Council agenda on the City 's official-notice bulletin board outside City Hall Council Chambers. A complete agenda packet is available on the City's website and in the City Clerk's Office at least 72 hours prior to a Regular Meeting and 24 hours prior to a Special Meeting. A hard copy of any agenda report may be requested by contacting the City Clerk's Office at (408) 615-2220, email clerk@santaclaraca.gov <mailto:clerk@santaclaraca.gov>.

Drafted by: John Davidson, Principal Planner, Community Development Department
Approved by: Reena Brilliot, Assistant Director, Community Development Department

ATTACHMENTS
1. Web Link to Draft Patrick Henry Drive Specific Plan
2. Land Use Plan and Urban Design Framework

Draft Patrick Henry Drive Specific Plan is available on the City's Website:

Patrick Henry Drive Specific Plan | City of Santa Clara (santaclaraca.gov)



Land Use Designations

Patrick Henry Drive Specific Plan

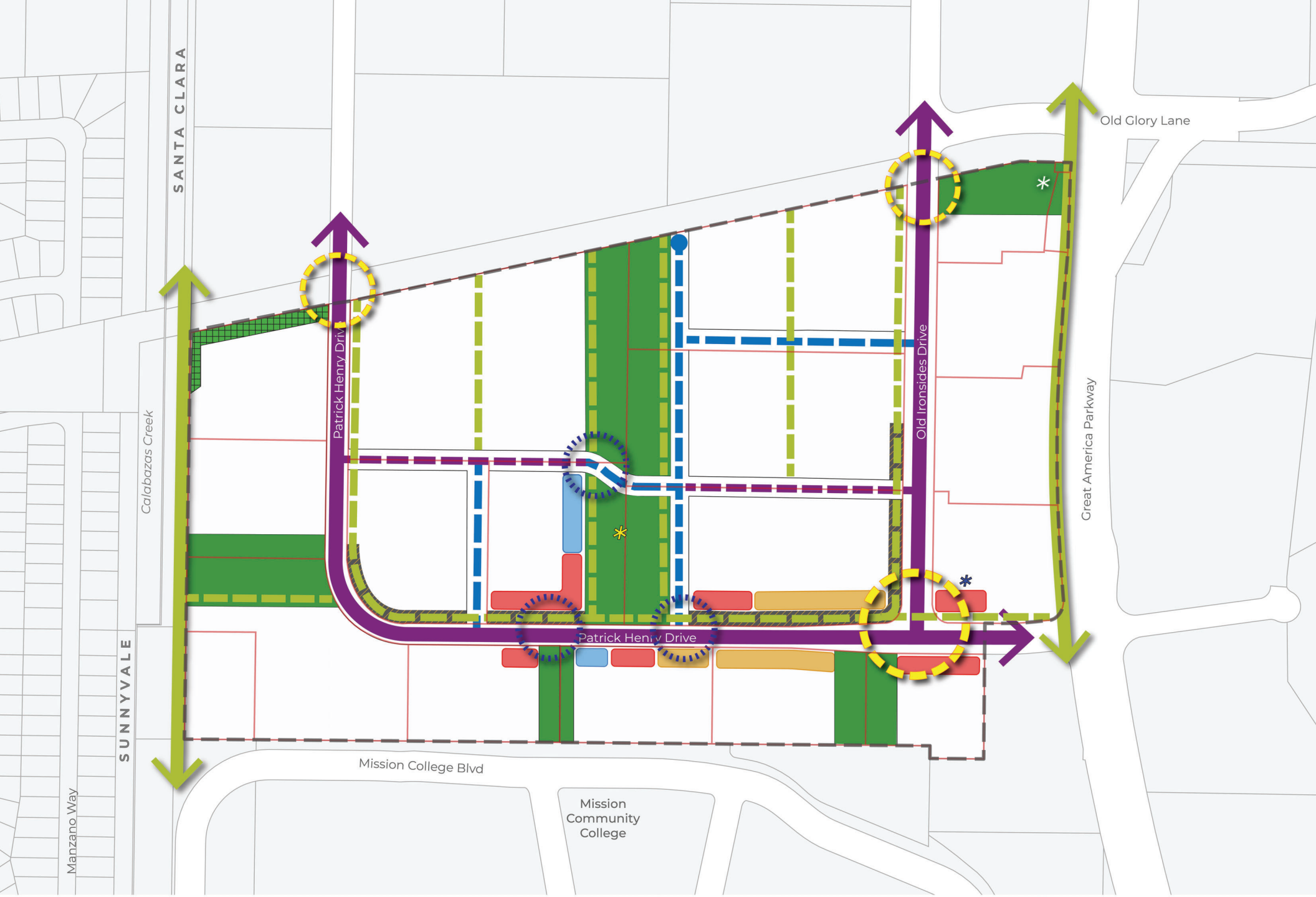
- Study Area
- Existing Parcel (City of Santa Clara)
- Existing Parcel (Study Area)
- Open Space
- Very High Density Residential (51-99 du/ac)
- Urban Village (100-149 du/ac)
- Urban Center (120-250 du/ac)
- High Density Flex (60-149 du/ac ; 2.0 FAR)
- Village Residential (60-149 du/ac)
- Potential Trail and Landscape Dedication

Conceptual location of a future Library/Community Center

Public parkland only required with residential development

N

0 250 500 Feet



Urban Design Framework

Patrick Henry Drive Specific Plan

- Study Area
- Existing Parcel (City of Santa Clara)
- Existing Parcel (Study Area)
- Open Space
- Plaza
- Retail
- Community / Civic
- Flex (Office, Retail)
- Potential Trail and Landscape Dedication
- Existing Greenway
- Proposed Greenway
- Slow Street
- Existing Roadway
- Proposed Roadway
- Potential Roadway Alternatives
- Activity Nodes
- Gateways

Conceptual location of a future Library/Community Center

No retail required if office is developed

Public parkland only required with residential development

N

0 250 500 Feet

1500 Warburton Avenue
Santa Clara, CA 95050
santaclaraca.gov
@SantaClaraCity

22-71 **Agenda Date: 1/10/2022**

REPORT TO PLANNING COMMISSION

SUBJECT
Study Session: 2021 State Housing Legislation Update

DISCUSSION
Assistant City Attorney Alexander Abbe will provide a presentation on housing legislation enacted by the state legislature in 2021.