



## Agenda Report

18-336

Agenda Date: 5/9/2018

### REPORT TO PLANNING COMMISSION

#### SUBJECT

Action on Catalina Townhouse Residential Development Project at 1375 El Camino Real

#### EXECUTIVE SUMMARY

The applicant, SCS Development, is proposing to develop a 54 unit townhome development, including eight live/work units, on a 2.23 acre property bounded by Civic Center Drive to the north and El Camino Real to the south.

The site is located in the El Camino Real Focus Area and would generally align with the land use and transition goals and objectives set forth in the General Plan, with the exception of the size and usability of the proposed common open space area.

Based on the General Plan analysis, staff recommends that the project is approved with 52 townhouse units with a condition that the common open space area be enlarged by approximately 1,475 square feet, which is the approximate size of the footprint of two of the proposed townhouse units. Staff finds that the current proposed project has inadequate common open space and, based on input from the City's design consultant, finds it reasonable to propose that an additional 1,475 square feet of common open space be added to the proposed development.

#### BACKGROUND

The applicant is requesting a rezoning of a 2.23 acre site from Thoroughfare Commercial (CT) to Planned Development (PD) and approval of a Vesting Tentative Subdivision Map to subdivide three existing lots into 10 lots (PLN2017-12726 and PLN2017-12728). These entitlements together would allow the development of a 54-unit residential townhouse project, including eight live-work units

The project site is on the north side of El Camino Real between Lincoln Street and Monroe Street (1375, 1385 and 1399 El Camino Real) and was previously developed with four commercial buildings occupied with automotive related businesses. The City recently approved demolition of the commercial structures to avoid potential nuisance concerns. Multi-family residential land uses are located to the north of the site across Civic Center Drive and to the south across El Camino Real. Commercial land uses are located to east and west of the site.

The project site is located within the El Camino Real Precise Plan Area for which the City is currently in the process of preparing a Specific Plan. The City Council previously gave direction to discourage new rezoning applications within the Plan Area prior to the completion of a substantial portion of the Specific Plan community outreach process. However, following discussion at the April 18, 2017, May 9, 2017, and May 23, 2017 City Council hearings, the Council determined that the proposed application may move forward for Council consideration independent of the Specific Plan preparation process.

Following discussion of the potential need for additional resources to support the City's architectural review process at the City Council - Planning Commission dinner in 2016, staff selected two projects, including the subject project, to use as test cases for a third-party architectural review program. The project was reviewed by the architectural firm Urban Field Studio (UFS), which made recommendations to staff regarding the project architecture and site design (attached) and which are referenced in the following discussion.

## **DISCUSSION**

The primary issues for the project are consistency with the City's General Plan and Zoning, the quality of the project architecture and site design, responses to community input, and the design of circulation and parking.

### ***General Plan Conformance:***

The project site is designated Community Mixed Use as part of the El Camino Real Focus Area in the General Plan. This land use designation allows a residential density of 20-36 dwelling units per acre and a minimum commercial FAR of 0.10. The General Plan vision for the El Camino Real is to "transform this Focus Area from a series of automobile oriented strip malls to a tree lined, pedestrian and transit oriented corridor with a mix of residential and retail uses".

As proposed, the Project will include eight live-work units, satisfying the minimum FAR requirement. However, in accordance with El Camino Real Focus Area Policy 5.4.1-P2, new development under the Community Mixed Use designation is permitted for exclusively residential uses if it meets the minimum requirements for the Medium Density Residential land use classification. The Medium Density Residential land use classification supports residential development at a density between 20 and 36 dwelling units per acre, consistent with the density supported by the Community Mixed Use designation, but without the commercial requirement. By allowing the development of 54 units on a 2.23 acre site, the project is within the intended density range at approximately 24 dwelling units per acre.

The project is also consistent with the following General Plan policies:

### ***General Land Use Policies:***

- 5.3.1-P2: Encourage advance notification and neighborhood meetings to provide an opportunity for early community review of new development proposals.
- 5.3.1-P26: Support a community initiated planning process so that existing neighborhoods can participate in developing more detailed plans for street, landscape and pedestrian facility improvements.

The allowance for a planned development zoning is consistent with the site's General Plan land use designation and addresses the site's unique dual street frontage condition. The applicant conducted public outreach through mailings and a community meeting to involve neighboring property owners in the design of the project.

### ***El Camino Real Focus Area and Mixed Use Land Use Policies:***

- 5.3.4-P8: Encourage building heights of up to five stories in large mixed use developments along arterial street frontages, with the potential for taller buildings north of the Caltrain

corridor.

- 5.3.4-P9: Encourage ground level windows and building entries that support a visual connection to activities.
- 5.4.1-P11: Locate parking at the side or rear of parcels and active uses along street frontages.
- 5.4.1-P16: Facilitate the implementation of streetscape improvements consistent with those illustrations in Figures 5.4 2.

The ground floor live/work units and residential units along El Camino Real orient toward the public sidewalk. No parking will be located on the El Camino Real project frontage. The project incorporates a landscape plan that facilitates the implementation of streetscape improvements along the El Camino Real.

*Transition Policies:*

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

The project includes a landscape buffer between the commercial properties to the east of the project site. The project would implement the complete street streetscape with a four foot park strip and additional landscape behind the sidewalks on El Camino Real.

As proposed, the project does not substantially advance the following open space and recreation General Plan policies:

- 5.3.1 P9: Require that new development provide adequate public services and facilities, infrastructure, and amenities to serve the new employment or residential growth.
- 5.3.2-P4: Encourage indoor and outdoor private and common spaces as part of all new residential developments, including clustering of units to maximize open space opportunities where appropriate.
- 5.9.1 P14: Encourage publicly accessible open space in new development.
- 5.9.1 P18: Promote open space and recreation facilities in large scale developments in order to meet a portion of the demand for parks generated by new development.

The project would provide a 2,068 square-foot on-site amenity space that would include playground equipment, seating area, and turf area. General Plan policies call for an adequate amount of common open space areas within new development. The typical provision for common open space areas in this type of development varies from 100 to 150 square feet per unit (e.g. 5,400 to 8,100 square feet for a 54-unit project). The proposed area is not adequate in size to accommodate multiple uses beyond a small play structure and a single picnic table. This space is not adequate to facilitate community gathering and interaction between residents that could support a sense of neighborhood. Large-scale development should provide on-site open space and recreation facilities in order to meet a portion of the demand for parks generated by a new development. While the project will be responsible for in-lieu Parks and Recreational Land fees, the project should provide sufficient on-site facilities as well. On-site facilities could also potentially reduce the in-lieu obligation if the standards in the Park Ordinance were met.

Based upon the recommendations of the City's design consultant, the amount of common open space area within the development should be increased by eliminating two of the proposed units or by utilizing an alternate unit type. The project currently includes 2,068 square feet of common open space. Staff recommends that the size of the open space area is increased by the approximate square footage of the footprint of two of the proposed townhouse units, or 1,475 square feet, for a total open space area of approximately 3,543 square feet. With a reduction of two units, the project would still conform to the General Plan density and would provide greater opportunity for on-site amenities.

### ***Zoning Conformance***

The project site is currently zoned Thoroughfare Commercial (CT). This Zoning designation is intended for commercial uses along a major highway such as the El Camino Real, but not consistent with the General Plan vision for future development of the corridor in that the CT zoning district does not permit residential uses as contemplated by the General Plan. The El Camino Real Focus Area promotes a mix of residential and retail uses along a tree-lined pedestrian-oriented corridor. The proposed rezone to PD would allow residential development on the property and would implement the General Plan Community Mixed Use designation. Permitted and conditional commercial uses proposed within the PD would be consistent with the Community Commercial (CC), Neighborhood Commercial (CN), and General Office (OG) zoning districts, with the exception of nurseries, preschools, mortuaries, lodges or clubs, which would be prohibited.

### ***Architecture and Site Design:***

The project would consist of six three-story buildings each containing nine townhouse units. Each unit would have three bedrooms and three bathrooms and range in size from approximately 1,615 to 1,940 square-feet. Each unit would include a two-car private garage and an additional 14 guest spaces would be provided as uncovered parking. Eight of the 18 units that would front on El Camino Real are proposed as live/work units. The architecture of the proposed buildings is Tuscan style and incorporates stucco, wood, and stone veneer finishes, and clay barrel tile roofing.

Staff discussed the design consultant's recommendations with the project applicant including increasing the commercial presence of the proposed live/work units fronting along El Camino Real and creating greater identity for individual units through architectural design.

In response to these recommendations, the applicant indicated that the live/work units will be utilized at the discretion of the homeowners as either living space or office and so a more commercial design would not be appropriate. As initially proposed by the applicant, the spatial design of the live/work units would be the same as the other regular units, but the live/work units would be differentiated by the incorporation of a glass storefront façade element. Initially the project depicted a single roof form for each building. In response to the consultant's recommendation to give each individual unit greater identity through architectural design, the applicant revised the plans to break up the long roof line so that not all units in a building share the same roof.

The building massing and three-story design is consistent in scale with adjacent commercial and multifamily residential development along El Camino Real. As envisioned by the General Plan for developments along El Camino Real, the new buildings would front onto the street, and parking and garage doors would be located within the site interior so that front doors are prominent along El Camino Real to encourage a pedestrian atmosphere along the major corridor. Setbacks of varying depths would be provided along El Camino Real, along with patios eight feet in depth in front of each



unit. The project proposes a complete street treatment along the frontage consisting of a 10 foot sidewalk and a four foot wide tree lined planter strip adjacent to the curb. Civic Center Drive will be reconfigured to include a five foot sidewalk and four foot wide planter strip.

***Circulation and Parking:***

The project site has two vehicular driveway entrances on Civic Center Drive, with no vehicular access along El Camino Real. Two-car garages are provided for each of the 54 units and 24 of the units utilize tandem garage design. As the use of the site is residential, the tandem parking is anticipated to be functional as residents will be familiar with their garage design and able to manage their household parking needs. The proposed conditions of approval require that the garages be accessible for two-car covered parking at all time and that they be wired to allow for electrical vehicle charging. Pursuant to the Zoning Code, at least ten percent of the total required parking spaces would be provided to visitors. Based on the required 108 garage spaces, 11 guest spaces are required. Fourteen guest parking spaces are provided in the center of the site and will also be utilized for patrons of the live/work units.

Pedestrian access from El Camino Real is through the center of the site between buildings 5 and 6. Pedestrian paths are also located between and around all of the individual buildings. All pedestrian paths will be designed to City Building Code requirements and will be ADA accessible.

***Conclusion:***

Approval of the project would provide an opportunity to locate a residential development in a designated Priority Development Area (PDA) in Santa Clara. The rezoning to PD would allow a project that is consistent with the vision of the General Plan for the Community Mixed Use designation and the current land use principles for the El Camino Real Focus Area. The requested PD zoning is required to implement the General Plan designation and policies applicable to the project site that support new mixed-use development including commercial and residential land uses. As currently designed with 2,068 square feet for the total project, the project does not include adequate common open space area, as it contributes 38 square feet of common open space per a residential unit. Residential land use policies within the General Plan state the need for common open space in all developments and support clustering of development to maximize open space opportunities. For comparison, other South Bay cities have strong open space standards. For instance, Mountain View's Residential Design Guidelines stipulate that 45% of the footprint of a project should be dedicated towards landscaping and common open space. In addition, Sunnyvale has a standard of 400 square feet per unit of usable open space. This standard combines private and common open space available. Hayward has a standard of 100 square feet per unit of common open space for a project of this size. While some of the comparable cities listed do not have solely common open space standards, as they combine their private, common, or landscaping standards, the magnitude of their standards are substantially higher than what is currently proposed by the applicant. Staff concurs with the City's design consultant that the project's common open space should be increased by approximately 1,475 square feet as a condition of the project approval. This would be approximately equivalent to the footprint of two of the proposed townhouse units.

**FISCAL IMPACT**

There is no 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.

**ENVIRONMENTAL REVIEW**

A Mitigated Negative Declaration (MND) was prepared and a Notice of Availability was circulated for a 30-day period from February 23, 2018 through March 27, 2018 in accordance with California Environmental Quality Act (CEQA) requirements. The Community Development Department received three comment letters from Valley Transportation Authority, Caltrans, and the County of Santa Clara Department of Environmental Health. Responses to the comments are included in the final IS/MND (Attachment 2).

The MND examined environmental impacts associated with the proposed project development and identified potential air quality, biological, cultural resources, and noise and vibration impacts. The MND also identified mitigation measures that would reduce all potential impacts to less than significant levels. 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 for the proposed project.

**PUBLIC CONTACT**

A notice of public hearing of this item was posted in at least three conspicuous locations within 1,000 feet of the project site and mailed to property owners within 1,000 feet and additional residential properties beyond 1,000 feet of the project site. A notice was published in the Santa Clara Weekly on April 25, 2018. Planning staff has not received written comments from members of the public during the preparation of this report. Comments received after April 6, 2018 will be provided at the Planning Commission meeting of May 9, 2018 for consideration.

***Community Outreach:***

A project community meeting was held on September 7, 2017 at the Senior Center. Approximately 20 members of the community attended the meeting and expressed general interest in the project along El Camino Real and concern about potential traffic impacts from added housing units. Community members did not raise specific concerns related to the design of the project.

**ALTERNATIVES**

1. Recommend adoption of the Mitigated Negative Declaration and Adoption of the Mitigation Monitoring and Reporting Program for the Catalina Residential Development Project;
2. Recommend approval of the rezoning from Thoroughfare Commercial (CT) to Planned Development (PD) to allow development of 52 townhouse units, including 8 live-work units, with an additional 1,475 square feet of amenity and open space and approve the Vesting Tentative Subdivision Map to subdivide one lot into 10 lots.
3. Recommend denial of the rezoning from Thoroughfare Commercial (CT) to Planned Development (PD) to allow development of 54 townhouse units, including 8 live-work units, with amenity and open space as proposed by the applicant and deny the Vesting Tentative Subdivision Map to subdivide one lot into 10 lots.
4. Recommend approval of the rezoning from Thoroughfare Commercial (CT) to Planned Development (PD) to allow development of 54 townhouse units, including 8 live-work units, with amenity and open space as proposed by the applicant and approve the Vesting Tentative Subdivision Map to subdivide one lot into 10 lots.

**RECOMMENDATION**

1. Recommend adoption of the Mitigated Negative Declaration and Adoption of the Mitigation Monitoring and Reporting Program for the Catalina Residential Development Project; and
2. Recommend approval of the rezoning from Thoroughfare Commercial (CT) to Planned Development (PD) to allow development of 52 townhouse units, including 8 live-work units, with an additional 1,475 square feet of amenity and open space and approve the Vesting Tentative Subdivision Map to subdivide one lot into 10 lots.

Reviewed by: Andrew Crabtree, Director of Community Development

Approved by: Deanna J. Santana, City Manager

**ATTACHMENTS**

1. Reserved for Summary of Planning Commission Action
2. Mitigated Negative Declaration/ Initial Study
3. Mitigation Monitoring and Reporting Program
4. Project Data and Maps
5. City's Design Consultant Memo
6. Resolution for Adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
7. Resolution for Recommendation of Council Approval of the Rezoning
8. Resolution for Recommendation of Council Approval of the Tentative Map
9. Conditions of Rezoning Approval
10. Conditions of Vesting Tentative Subdivision Map Approval
11. Development Plans

## **Attachment 1**

Reserved for Summary of Planning Commission Action |

# Initial Study for the Catalina Residential Development Project



Prepared by



In Consultation with



April 2018

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Appendix D	Preliminary Geotechnical Findings Report
Appendix E	Phase I and Phase II Environmental Site Assessments
Appendix F	Sewer Capacity Analysis

## ACRONYMS AND ABBREVIATIONS

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<b><u>Acronym/Abbreviation</u></b>	<b><u>Definition</u></b>
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	Asbestos Containing Materials
AIA	Airport Influence Area
Airport	Norman Y. Mineta San José International Airport
ALUC	Airport Land Use Commission
BAAQMD	Bay Area Air Quality Management District
bgs	Below Ground Surface
BMPs	Best Management Practices
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CAP	Clean Air Plan
CAP	Climate Action Plan
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
cfs	Cubic Feet Per Second
CIWMB	California Integrated Waste Management Board
CLUP	Comprehensive Land Use Plan
CNEL	Community Noise Equivalent Level
CO <sub>2</sub> e	Carbon Dioxide Equivalents
CRHR	California Register of Historical Resources
CT	Thoroughfare Commercial
dBA	A-weighted decibel
District	Santa Clara Valley Water District
DOT	Department of Transportation
DPM	Diesel Particulate Matter
DPR	Department of Parks and Recreation
Du/ac	Dwelling Unit per Acre
EIR	Environmental Impact Report
EOP	Emergency Operations Plan



ESA	Environmental Site Assessment
ESL	Environmental Screening Level
EV	Electric Vehicle
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GHG	Greenhouse Gas
Gpd	Gallons Per Day
HI	Hazard Index
In/sec	Inches Per Second
IWMP	Integrated Waste Management Plan
LBM	Lead-Based Material
LBP	Lead-Based Paint
L <sub>eq</sub>	The Average Noise Level
L <sub>eq</sub> /L <sub>50</sub>	Average Or Median Noise Level
L <sub>max</sub>	The Maximum Instantaneous Noise Level
MBTA	Migratory Bird Treaty Act
MEI	Maximally Exposed Individual
mgd	Million Gallons Per Day
MND	Mitigated Negative Declaration
MRP	Municipal Regional Stormwater NPDES Permit
MT	Metric Tons
NAHC	Native American Heritage Commission
NESHAP	National Emission Standards for Hazardous Air Pollutants
NISL	Newby Island Sanitary Landfill
NOD	Notice of Determination
NOI	Notice of Intent
NO <sub>x</sub>	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PD	Planned Development
PM <sub>2.5</sub>	fine particulate matter

PM <sub>10</sub>	Course Particulate Matter
PPV	Peak Particle Velocity
ROG	Reactive Organic Gases
ROW	Right-Of-Way
RWF	Regional Wastewater Facility
RWQCB	Regional Water Quality Control Board
SCCL	Santa Clara City Library
SCFD	Santa Clara Fire Department
SCPD	Santa Clara Police Department
SCUSD	Santa Clara Unified School District
SCVWD	Santa Clara Valley Water District
SFHA	Special Flood Hazard Area
SFPUC	San Francisco Public Utilities Commission
STC	Sound Transmission Class
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCE	Trichloroethylene
TDM	Transportation Demand Management Program
TEPHmo	Total Extractable Petroleum Hydrocarbons As Motor-Oil
UWMP	Urban Water Management Plan
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tanks
VdB	Vibration Decibels
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
VRTA	Santa Clara Valley Transportation Authority
µg/L	Micrograms Per Liter
µm	micrometers
µ/m <sup>3</sup>	micrograms per cubic meter

## **SECTION 1.0 INTRODUCTION AND PURPOSE**

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### **1.1 PURPOSE OF THE INITIAL STUDY**

The City of Santa Clara as the Lead Agency, has prepared this Initial Study for the Catalina Residential Development project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations Section 15000 et. seq.) and the regulations and policies of the City of Santa Clara, California.

The project proposes to demolish the existing improvements on an approximately 2.3-acre site and construct 54 townhouse units. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementing the proposed project.

### **1.2 PUBLIC REVIEW PERIOD**

Publication of this Initial Study marks the beginning of a 20-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 20-day public review period should be sent to:

City of Santa Clara  
Community Development Department  
Rebecca Bustos, Associate Planner  
1500 Warburton Avenue  
Santa Clara, CA 95050  
[rbustos@SantaClaraCA.gov](mailto:rbustos@SantaClaraCA.gov)

### **1.3 CONSIDERATION OF THE INITIAL STUDY AND PROJECT**

Following the conclusion of the public review period, the City of Santa Clara will consider the adoption of the Initial Study/Mitigated Negative Declaration (MND) for the project at a regularly scheduled meeting. The City of Santa Clara shall consider the Initial Study/MND together with any comments received during the public review process. Upon adoption of the MND, the City may proceed with project approval actions.

### **1.4 NOTICE OF DETERMINATION**

If the project is approved, the City of Santa Clara will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075[g]).

## **SECTION 2.0      PROJECT INFORMATION**

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### **2.1              PROJECT TITLE**

Catalina Residential Development Project

### **2.2              LEAD AGENCY CONTACT**

City of Santa Clara  
Community Development Department  
Rebecca Bustos, Associate Planner  
1500 Warburton Avenue  
Santa Clara CA 95050  
(408) 615-2464  
[rbustos@SantaClaraCA.gov](mailto:rbustos@SantaClaraCA.gov)

### **2.3              PROJECT APPLICANT**

SCS Development Co.  
Cory Kusich, Lands Acquisition and Entitlement Executive  
404 Saratoga Avenue #100  
Santa Clara, CA 95050  
(408) 985-6022  
[ckusich@scsdevelopment.com](mailto:ckusich@scsdevelopment.com)

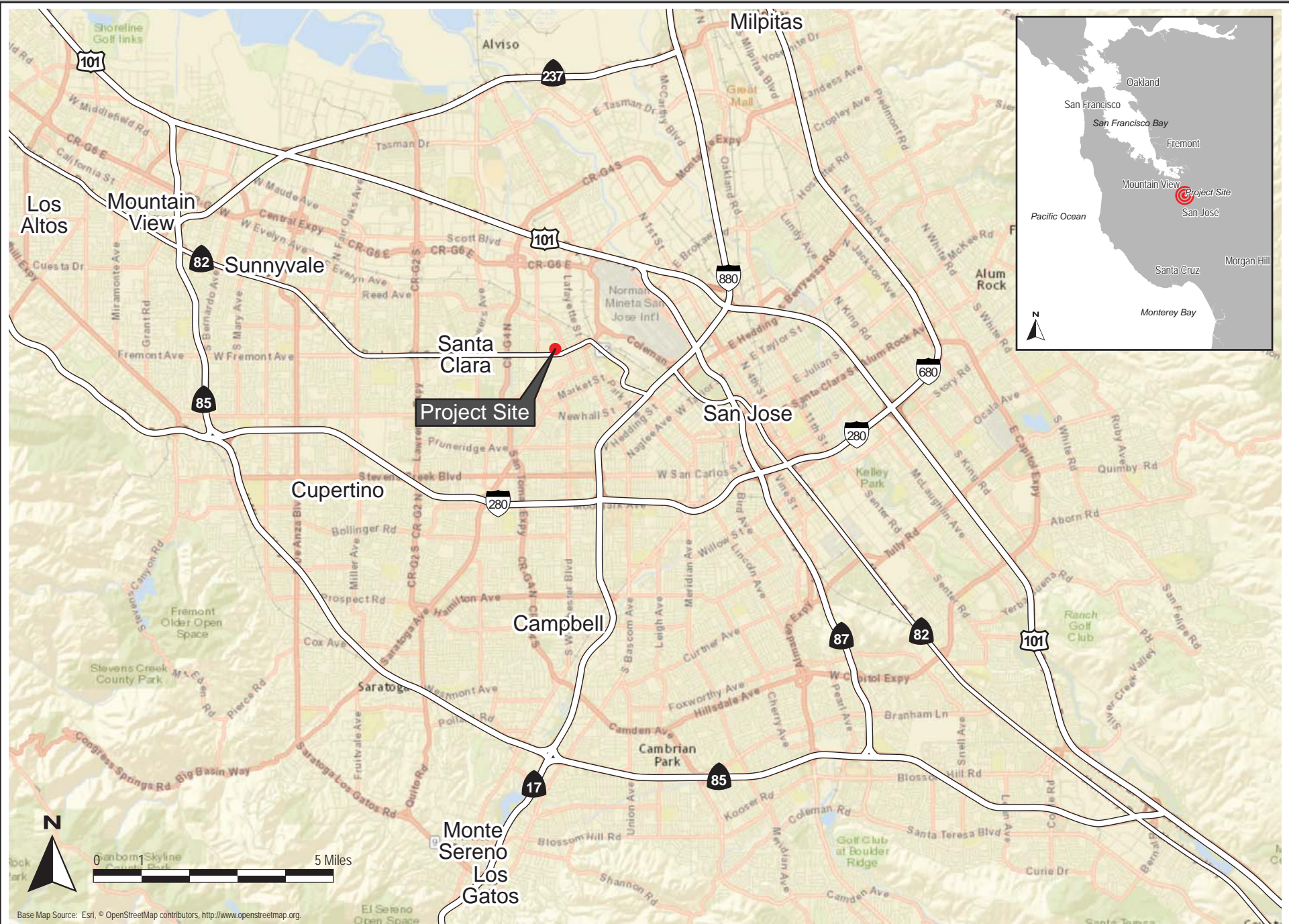
### **2.4              PROJECT LOCATION**

The approximately 2.3-acre project site is located at 1375-1399 El Camino Real, near the northwestern corner of El Camino Real and Monroe Street, in the City of Santa Clara. The project site is located within the larger El Camino Real Focus Area, which is bound by The Alameda to the east and Lawrence Expressway to the west. Regional map of the project site and a map of the El Camino Focus Area are shown on Figure 2.4-1 and 2.4-2.

The project site is currently developed with a total of approximately 28,000 square feet of auto-oriented uses. Surrounding land uses include residential uses to the north and south (across El Camino Real), a fast food restaurant to the east, and auto-oriented use to the west. An aerial map of the project site and surrounding land uses is shown on Figure 2.4-3.

### **2.5              ASSESSOR'S PARCEL NUMBERS**

224-048-013, -012, -002



REGIONAL MAP

FIGURE 2.4-1









AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.4-3

## **2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT**

- General Plan designation: *Community Mixed-Use* (20 to 36 dwelling units/acre [du/ac])
- Zoning designation: *Thoroughfare Commercial* (CT)

## **2.7 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS**

Discretionary approvals necessary to implement the project include, but are not limited to, the following:

### City of Santa Clara

- Rezoning to *Planned Development* (PD)
- Tentative map approval
- Architectural review approval

### California Department of Transportation (Caltrans)

- Encroachment permit

Other permits from the City, such as demolition permits, grading permits, and building permits would also be required.



## SECTION 3.0 PROJECT DESCRIPTION

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### 3.1 PROJECT OVERVIEW

The approximately 2.3-acre project site has a General Plan land use designation of *Community Mixed-Use* (20 to 36 du/ac) and a zoning designation of *Thoroughfare Commercial* (CT). The project site is currently developed with several buildings totaling approximately 28,000 square feet that are or have been previously occupied by auto-oriented uses. The site also includes surface paving and 10 trees. The northwest corner of the site is undeveloped and vacant.

The project is the rezoning of the site from CT to *Planned Development* (PD) in order to demolish the existing improvements and construct 54 townhouse units. Of the 54 units, eight would be live/work units. The townhouses would be grouped into six buildings. The maximum building height proposed is 41 feet. The project would result in a density of about 23 du/ac.

The City is currently undergoing the planning process of the El Camino Real Precise Plan for the El Camino Real Focus Area, which includes the project site. At the April 18, 2017 City Council hearing, the City Council voted to defer consideration of any General Plan or zoning amendment requests for properties within the El Camino Focus Area until completion of a substantial portion of the El Camino Real Precise Plan's public outreach process, but the Council excluded a list of four zoning amendment applications that were already pending. At the May 9, 2017 Council meeting, the Council received a request to add additional pending projects to the list, including the project at 1375 El Camino Real, and the Council directed staff to return with a report to consider these additional applications. On May 23, 2017, the City Council approved a City Staff memorandum that added the proposed project to the list of zoning amendment requests that can move forward prior to completion of the El Camino Real Precise Plan public outreach process.

The project components, including the residential buildings, common open space and landscaping, site access and parking, public right-of-way (ROW) and utility improvements, and construction details are described below. A conceptual site plan of the project is shown on Figure 3.1-1 and conceptual elevation plans are shown on Figures 3.1-2 and 3.1-3.

### 3.2 PROJECT COMPONENTS

#### 3.2.1 Residential Buildings

The 54 townhouses proposed would be grouped into six buildings (see Figure 3.1-1). The residential buildings would be three stories tall (up to 41 feet) and set back a minimum of 20 feet from El Camino Real, a minimum of 10 feet from Civic Center Drive, a minimum of five feet from the western property line, and a minimum of 12 feet from the eastern property line.

The residential buildings would be separated by three internal driveways and a linear open space area located at the center of the site. Buildings 1 through 4 are proposed along Civic Center Drive with Building 1 fronting the western boundary, Buildings 2 and 3 fronting the internal linear open space area, and Building 4 fronting the eastern boundary. Buildings 1 through 4 would have residential only units. Buildings 5 and 6 would front El Camino Real. The eight live/work units would be interspersed within Buildings 5 and 6. The work component of the live/work units would be on the first floor, with an entry and storefront on El Camino Real. Each unit (including the live/work units)

would have three bedrooms and three bathrooms, and range from approximately 1,615 to 1,940 square feet in size. Each unit would also include a two-car garage.

### **3.2.2 Common Open Space and Landscaping**

There are 10 existing trees on site that would be removed as part of the project. New landscaping would be planted along the perimeter of the site and residential buildings. The new landscaping would include 141 trees, shrubs, vines, and grass areas. The project includes a total of approximately 15,900 square feet of landscaping, walkways, and common open space (i.e., the linear open space area in the center of the site). The project also includes an approximately 2,000 square feet tot lot south of Building 1 (see Figure 3.1-1).

### **3.2.3 Green Building Measures and Vehicle Miles Traveled Reduction Plan**

The project would participate in the City's Construction and Demolition Debris Recycling Program during the demolition and construction period. The proposed buildings would be constructed in conformance with the 2016 Title 24 California Energy Code requirements. The project would include a total of 54 Electric Vehicle (EV) charging stations, one station in each townhouse parking garage. Outdoor electrical outlets are proposed in the front porch of the townhouses.

In addition to planting 141 new trees, the project includes bioretention areas along the northeast boundary of the site totaling approximately 2,430 square feet, as well as strips of permeable paving along the project frontages on El Camino Real and Civic Center Drive. The project would include drought tolerant landscaping and high efficiency irrigation systems with smart irrigation controllers.

As required by the City's Climate Action Plan, the project shall develop and implement a Vehicle Miles Traveled (VMT) Reduction Plan. The VMT Reduction Plan shall achieve a 20 percent reduction in project VMT, half of which (a 10 percent reduction) shall be achieved with Transportation Demand Management (TDM) measures. The VMT reductions may be achieved through project design characteristics, land use, parking, access, and TDM best practices (e.g., unbundled parking, on-site bicycle parking, parking for car-sharing vehicles, and Eco Passes for residents). The project is subject to annual VMT reduction reporting requirements, per the Climate Action Plan.

### **3.2.4 Site Access and Parking**

The project site would be accessible from two driveways (see Drive Aisles A and C on Figure 3.1-1) on Civic Center Drive that connects to a third internal driveway (see Drive Aisle B on Figure 3.1-1), forming a U-shaped loop. The driveways would provide two-way access to all 54 units and 14 on-site vehicle parking spaces. All 54 units would include a two-car garage, which could be used to store residents' bicycles. The project site would have a total of 122 vehicle parking spaces and four "guest" bicycle parking spaces/racks on site.



FIGURE 3.1-1

FIGURE 3.1-2



Front Elevation



Left Elevation



Right Elevation

Source: Carlson, Barbee & Gibson, Inc. 9/29/2017.

CONCEPTUAL ELEVATIONS OF PROPOSED BUILDING 5 AND 6 (CONTAINS LIVE/WORK UNITS)

FIGURE 3.1-3

### **3.2.5      Public Right-Of-Way and Utility Improvements**

The project includes the dedication of approximately 870 square feet for public right-of-way (ROW) to replace the existing sidewalk on Civic Center Drive with a minimum five-foot wide separated sidewalk and four-foot wide landscape buffer strip, and replace the existing sidewalk on El Camino Real with a minimum 10-foot wide separated sidewalk with a four-foot wide landscape buffer strip. The project would also include pavement surface treatment by putting in slurry seal on the entire roadway width of Civic Center Drive along the project frontage. The project would also relocate the existing street light fixtures and fire hydrants on Civic Center Drive and El Camino Real.

The project would relocate a segment of the existing 12-inch sanitary sewer line, and possibly the 18-inch storm drain line if necessary along the project frontage in El Camino Real further south in El Camino Real, to allow for the proposed sidewalk improvements. The project would require lateral connections from the project site to existing utility systems (sewer, water, and storm drain) on Civic Center Drive and El Camino Real. The project also includes placing the existing overhead electricity lines underground along the project site frontage on El Camino Real. Project work within El Camino Real, a state roadway facility, is required to obtain an encroachment permit from Caltrans.

### **3.2.6      Construction**

Construction of the project is estimated to take approximately 18 to 24 months to complete, possibly starting in March 2018 and concluding in October 2019. Demolition of the existing improvements on site would occur in the first several months, followed by preparation of the site and construction of the residential buildings and other site improvements. Project construction would likely be completed in three phases, possibly beginning construction with Building 5, Buildings 2 through 4, and then Buildings 1 and 6. The project would excavate approximately 3,770 cubic yards of soil (to a maximum depth of seven feet) to balance the site, relocate the existing sanitary sewer line and possibly the storm drain line if necessary in El Camino Real, and create the bioretention areas.

## SECTION 4.0 ENVIRONMENTAL CHECKLIST AND IMPACT DISCUSSION

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

4.1	Aesthetics	4.10	Land Use and Planning
4.2	Agricultural and Forestry Resources	4.11	Mineral Resources
4.3	Air Quality	4.12	Noise and Vibration
4.4	Biological Resources	4.13	Population and Housing
4.5	Cultural Resources	4.14	Public Services
4.6	Geology and Soils	4.15	Recreation
4.7	Greenhouse Gas Emissions	4.16	Transportation/Traffic
4.8	Hazards and Hazardous Materials	4.17	Utilities and Service Systems
4.9	Hydrology and Water Quality	4.18	Mandatory Findings of Significance

The discussion for each environmental subject includes the following subsections:

- **Environmental Checklist** – The environmental checklist, as recommended by CEQA, identifies environmental impacts that could occur if the proposed project is implemented. The right-hand column of the checklist lists the source(s) for the answer to each question. The sources are identified at the end of this section.
- **Impact Discussion** – This subsection discusses the project’s impact as it relates to the environmental checklist questions. For significant impacts, feasible mitigation measures are identified. “Mitigation measures” are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered using an alphanumeric system that identifies the environmental issue. For example, **Impact HAZ-1** denotes the first potentially significant impact discussed in the Hazards and Hazardous Materials section. Mitigation measures are also numbered to correspond to the impact they address. For example, **MM NOI-2.3** refers to the third mitigation measure for the second impact in the Noise section.

### Important Note to the Reader

The California Supreme Court in a December 2015 opinion (*California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 [No. S 213478]) confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Therefore, the evaluation of the significance of project impacts under CEQA in the following sections focuses on impacts of the project on the environment, including whether a project may exacerbate existing environmental hazards.

The City of Santa Clara currently has policies that address existing conditions (e.g., air quality, noise, and hazards) affecting a proposed project, which are also addressed in this section. This is consistent with one of the primary objectives of CEQA and this document, which is to provide objective information to decision-makers and the public regarding a project as a whole. The CEQA Guidelines

and the courts are clear that a CEQA document (e.g., EIR or Initial Study) can include information of interest even if such information is not an “environmental impact” as defined by CEQA.

Therefore, where applicable, in addition to describing the impacts of the project on the environment, this section will discuss effects on the project as they relate to policies pertaining to existing conditions. Such examples include, but are not limited to, locating a project near sources of air emissions that can pose a health risk, in a floodplain, in a geologic hazard zone, in a high noise environment, or on/adjacent to sites involving hazardous substances.



## 4.1 AESTHETICS

### 4.1.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,4
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,4,5
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,4
d) Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

### 4.1.2 Impact Discussion

#### a) Have a substantial adverse effect on a scenic vista?

A scenic vista is the view of an area that is visually or aesthetically pleasing. Aesthetic components of a scenic vista include scenic quality, sensitivity level, and view access. There are no designated scenic vistas within the City.<sup>1</sup> For this reason, the development of the project would not directly impact a scenic vista. **(No Impact)**

#### b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project site does not include rock outcroppings; nor is it located within or near a designated state scenic highway.<sup>2</sup> The Santa Cruz Mountains, Diablo Range, San Thomas Aquino Creek, and the Guadalupe River are “visual resources” within the City.<sup>3</sup> Intermittent views of the Diablo Range and the Santa Cruz Mountains can be seen looking northeast and southwest in the project vicinity, respectively. Views of San Tomas Aquino Creek and Guadalupe River are not available from the project site. There are no historic structures on or immediately adjacent to the project site (refer to *Section 4.5 Cultural Resources* for a detailed discussion of the historic significance of structures on and adjacent to the site).

<sup>1</sup> City of Santa Clara. 2010-2035 General Plan Integrated Final Environmental Impact Report. SCH#2008092005. January 2011.

<sup>2</sup> California Department of Transportation. “California Scenic Highway Mapping System.” Accessed: September 11, 2017. Available at: [http://www.dot.ca.gov/hq/LandArch/16 livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16 livability/scenic_highways/).

<sup>3</sup> City of Santa Clara. 2010-2035 General Plan Integrated Final Environmental Impact Report. SCH#2008092005. January 2011.

The project site contains mature landscaped trees (refer to *Section 3.4 Biological Resources* for a detailed discussion about the trees on site). The project would result in the removal of 10 existing trees on site. The project includes the planting of 141 new trees, which exceeds the City's minimum replacement ratio of 2:1 (planted:removed). The planting of new trees would reduce the loss of existing trees to a less than significant level. **(Less Than Significant Impact)**

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

The project site is developed with a total of approximately 28,000 square feet of one-story automobile-oriented buildings and a warehouse, fronting El Camino Real (see Photo 1). The development on site is generally old and unkempt. All but one of the buildings on site are currently vacant, and the project perimeter is mostly secured by six feet tall chain link or wooden fencing. The northwestern corner of the project site fronting Civic Center Drive is undeveloped.

The project site is located within the El Camino Real Focus Area in the City's General Plan. The City's General Plan envisions the transformation of El Camino Real Focus Area from a series of automobile-oriented strip malls to a tree-lined pedestrian- and transit-oriented corridor with a mix of residential and retail uses. The existing visual character of the project area consists mostly of older auto-oriented development similar to that of the project site, interspersed with recently developed multi-story residential development. The surrounding development consists of one-story commercial uses and undeveloped land to the west, a two-story senior living facility and townhouses to the north across Civic Center Drive, a one-story, an unoccupied single-family residence to the northeast, a one-story, fast food restaurant (Kentucky Fried Chicken) to the east, and three- to four-story multi-family residential buildings to the south across (see Photos 2 to 4) El Camino Real.

Applicable General Plan policies related to aesthetics include, but are not limited to, the following listed below.

- 5.4.1-P6 – Encourage lower profile development in areas designated for Community Mixed-Use in order to minimize land use conflicts with existing neighborhoods.
- 5.4.1-P9 – Residential development should include front doors, windows, stoops, porches, and bay windows or balconies along street frontages.
- 5.4.1-P11 – Locate parking at the side or rear of parcels and active uses along street frontages.
- 5.4.1-P16 – Facilitate the implementation of streetscape improvements consistent with those illustrations in Figures 5.4.2 in the General Plan.

The project proposes to redevelop the project site with 54 townhouses. As discussed in detail in *Section 3.0 Project Description*, the townhouses would be grouped into six, three-story (up to 41 feet tall) buildings. Elevations of the project are shown on Figure 3.1-2 and 3.1-3. Building 5 and 6 would front and be visible from El Camino Real. The project would also replace the existing sidewalks on El Camino Real and Civic Center Drive and plant new landscaping, including trees and shrubs. In addition, the project is subject to the City's Architectural Review process that would ensure quality development that conforms with the City's Community Design Guidelines. Therefore,

the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. **(Less Than Significant Impact)**

**d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

The project site is located in an urbanized area with existing sources of light and glare, including the nighttime building security lighting for existing development. There are street lights along El Camino Real and Civic Center Drive and commercial parking lot lighting east and west of the project site. Headlights from vehicles on El Camino Real also contribute to the existing light and glare conditions. The proposed townhouses would include exterior security lighting, consistent with security lighting for existing development in the vicinity. The exterior project lights would be directed downward and shielded to minimize light spillover and glare. Based on the above discussion, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Glare can also be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. The primary building materials for the project include stucco with stone veneer accents. The project would not be constructed with highly reflective materials, such as mirrored glass or other highly reflective materials. **(Less Than Significant Impact)**



**PHOTO 1:** View of the existing buildings on-site from El Camino Real looking northwest.



**PHOTO 2:** View of the undeveloped northwestern corner of the project site from Civic Center Drive looking south.



**PHOTO 3:** View of the two-story residential development north of the project site looking north from Civic Center Drive.



**PHOTO 4:** View of the El Camino Real corridor looking west from the intersection of El Camino Real and Monroe Street.



## 4.2 AGRICULTURAL AND FORESTRY RESOURCES

### 4.2.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3,7
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3
d) Result in a loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,6

### 4.2.2 Impact Discussion

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

The project site and adjacent properties are not designated or used as farmland. According to the Santa Clara County Important Farmland 2014 map, the project site is designated as *Urban and Built-Up Land*.<sup>4</sup> The project site is designated and zoned for urban development in the City's General Plan Land Use Map and Zoning Map. The project site is currently developed with auto-oriented uses. For these reasons, implementation of the project would not convert farmland to non-agricultural use. **(No Impact)**

<sup>4</sup> *Urban and Built-Up* land is defined as occupied by structures with a building density of at least one unit to 1.5 acres or approximately six structures to a 10-acre parcel. Source: California Department of Conservation, Division of Land Resource Protection. *Santa Clara County Important Farmland 2014*. October 2016.

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

The project site is not zoned for agricultural use. The project site is currently zoned *Commercial Thoroughfare* (CT) for urban related uses and is not the subject of a Williamson Act contract.<sup>5</sup> For these reasons, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. **(No Impact)**

**c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?**

The project site is not zoned for forest land or timberland. For this reason, the project would not conflict with existing zoning for (or cause rezoning of) forest land or timberland. **(No Impact)**

**d) Result in a loss of forest land or conversion of forest land to non-forest use?**

The project site and surrounding properties are urbanized and not used as forest land. The implementation of this project, therefore, would not result in the loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

**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?**

The project site and surrounding properties are not used as farmland or forest land. The implementation of the project, therefore, would not result in conversion of farmland or forest land to non-agricultural or non-forest uses. **(No Impact)**

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<sup>5</sup> County of Santa Clara, Department of Planning and Development. "ArcGIS – Williamson Act Properties." Accessed: September 15, 2017. Available at: <https://sccplanning.maps.arcgis.com/apps/webappviewer/index.html?id=1f39e32b4c0644b0915354c3e59778ce>.

### 4.3 AIR QUALITY

The following discussion is based on a Health Risk and Odor Assessment prepared by *Illingworth & Rodkin, Inc.* on November 6, 2017. A copy of the assessment is provided in Appendix A of this Initial Study.

#### 4.3.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,9,10
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8,10
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8,10
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8,10
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	8,10

Bay Area Air Quality Management District (BAAQMD) adopted thresholds of significance to assist the review of projects under CEQA. These thresholds were designed to establish the level at which BAAQMD reports air pollution emissions would cause significant environmental impacts. The significance thresholds identified by BAAQMD and used in this analysis are summarized in Table 4.3-1.

As previously discussed in *Section 3.0*, in December 2015, the California Supreme Court issued an opinion in “CBIA vs. BAAQMD” holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project’s future users or residents unless the project risks exacerbate those environmental hazards or risks that already exist. Nevertheless, the City has General Plan policies (including Policy 5.10.5-P34 which requires developments to prepare a project-specific study to identify measures that can reduce exposure risks from roadways with average daily trips of 100,000 or more, and Policy 5.10.5-P35 which also requires a project-specific study when placing new residential uses with in proximity to odor sources) that address existing conditions affecting a proposed project, which are discussed below.



Table 4.3-1: BAAQMD Air Quality Significance Thresholds			
Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG	54	54	10
NO <sub>x</sub>	54	54	10
PM <sub>10</sub>	82 (Exhaust)	82	15
PM <sub>2.5</sub>	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards for Single Sources			
Excess Cancer Risk	>10 per one million		
Hazard Index	>1.0		
Incremental annual PM <sub>2.5</sub>	>0.3 µg/m <sup>3</sup>		
Health Risks and Hazards for Combined Sources (Cumulative from all sources within 1,000 foot zone of influence)			
Excess Cancer Risk	>100 per one million		
Hazard Index	>10.0		
Annual Average PM <sub>2.5</sub>	>0.8 µg/m <sup>3</sup>		
Notes: ROG = reactive organic gases, NO <sub>x</sub> = nitrogen oxides, PM <sub>10</sub> = coarse particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM <sub>2.5</sub> = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less, µm/m <sup>3</sup> = micrograms per cubic meter.			

#### 4.3.2 Impact Discussion

##### a) **Conflict with or obstruct implementation of the applicable air quality plan?**

BAAQMD is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state air quality standards would be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP).

The proposed project would not conflict with the 2017 CAP because it would have emissions below BAAQMD screening criteria (see the discussion below under thresholds b and c), is considered urban infill, and would be located near transit with regional connections. Because the project would not exceed the BAAQMD screening criteria, it is not required to incorporate project-specific control

measures listed in the 2017 CAP. Implementation of the project would not inhibit BAAQMD or partner agencies from continuing progress toward attaining state and federal air quality standards and eliminating health-risk disparities from exposure to air pollution among Bay Area communities, as described within the 2017 CAP. For these reasons, the project would not conflict or obstruct the implementation of the CAP. **(Less Than Significant Impact)**

**b,c) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?**

The Bay Area is considered a non-attainment area for ground-level ozone and fine particulate matter or particulates with an aerodynamic diameter of 2.5 micrometers ( $\mu\text{m}$ ) or less ( $\text{PM}_{2.5}$ ) under both the federal Clean Air Act and California Clean Air Act. High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides ( $\text{NO}_x$ ). The area is also considered non-attainment for coarse particulate matter or particulates with an aerodynamic diameter of 10  $\mu\text{m}$  or less ( $\text{PM}_{10}$ ) under the California Clean Air Act, but not the federal act. The area has attained both state and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and particulate matter, BAAQMD has established thresholds of significance for these air pollutants and their precursors (refer to Table 4.3-1). The thresholds for ozone precursor pollutants (ROG and  $\text{NO}_x$ ),  $\text{PM}_{10}$ , and  $\text{PM}_{2.5}$  apply to both construction period and operational period impacts.

### **Operational Period Emissions**

BAAQMD developed a screening criteria for air pollutants to determine if a project would result in the generation of operational-related criteria air pollutants that exceeds the thresholds identified in Table 4.3-1. The project proposes 54 townhouse units, which is below the screening threshold of 451 units.<sup>6</sup> The project, therefore, would not generate significant levels of operational-related criteria air pollutants or precursors. **(Less Than Significant Impact)**

### **Construction Period Emissions**

Project construction activities, particularly site preparation and grading, would temporarily generate fugitive dust in the form of  $\text{PM}_{10}$  and  $\text{PM}_{2.5}$ . Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries.

The project (construction of 54 townhouses) would be below the BAAQMD screening threshold for construction-related criteria air pollutant of 240 dwelling units.<sup>7</sup> BAAQMD considers construction emission impacts that are below the thresholds of significance (such as those of the project) less than significant if Best Management Practices (BMPs) are implemented.

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<sup>6</sup> Bay Area Air Quality Management District. *CEQA Air Quality Guidelines*. May 2017. Table 3-1.

<sup>7</sup> Ibid.

**Impact AIR-1:** The project would result in significant construction air pollutant emissions without the implementation of BAAQMD's standard construction BMPs.  
**(Significant Impact)**

**Mitigation Measures:** The project proposes to implement the following standard BAAQMD construction BMPs to control dust and exhaust during construction:

**MM AIR-1.1:** During any construction period ground disturbance, the project contractor shall implement the following BMPs:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of 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 construction firm regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

The project, with the implementation of the above mitigation measure, would reduce construction related emissions to a less than significant level by controlling dust and exhaust and limiting exposed soil surfaces. **(Less Than Significant Impact With Mitigation Incorporated)**

**d) Expose sensitive receptors to substantial pollutant concentrations?**

Project effects related to increased community risk can occur either by introducing a new sensitive receptor, such as a residential use, in proximity to an existing source of toxic air contaminants (TACs) or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity.<sup>8</sup> BAAQMD recommends using a 1,000-foot screening radius around a project site for purposes of identifying community health risk from siting a new sensitive receptor or a new source of TACs. The project would introduce a new source of temporary TACs during project construction near existing sensitive receptors and would introduce new sensitive receptors (i.e., future project residents) in proximity to air pollutant or contaminant sources (El Camino Real).

**Community Health Risk from the Project**

In addition to the project's generation of PM<sub>10</sub> and PM<sub>2.5</sub> during construction activities (discussed under thresholds b and c above) construction equipment and associated heavy-duty truck traffic would generate diesel exhaust, a known TAC. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to PM<sub>2.5</sub>. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. A community risk assessment was completed to evaluate potential health effects of sensitive receptors at nearby residences from project construction emissions of diesel particulate matter (DPM)<sup>9</sup> and PM<sub>2.5</sub>.

The closest sensitive receptors to the site include a senior living facility and residences to the north, as well as residences to the south (refer to Figure 2.2-4).<sup>10</sup> Other residences are located at further distances to the west of the project site.

Project Construction Activity

Emissions and dispersion modeling was completed to predict the off-site DPM concentrations resulting from project construction, so that lifetime cancer risks and non-cancer health effects could be evaluated. Exposure parameter and model assumptions are detailed in Appendix A. Results of the health risk assessment show that the excess residential cancer risk would be 12.8 in one million at the maximally exposed individual (MEI), which exceeds the BAAQMD threshold of 10 excess cases of cancer per one million. The maximum annual PM<sub>2.5</sub> concentration would be 0.1 micrograms per

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<sup>8</sup> TACs are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level. Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). Additional details about air pollutants and their regulations are included in Appendix A.

<sup>9</sup> DPM is identified by California as a TAC due to its potential to cause cancer.

<sup>10</sup> There is a single-family residence adjacent to the northeast corner of the project site, however it is unoccupied and fenced off.

cubic meter ( $\mu\text{m}^3$ ), which is below the BAAQMD significance threshold of  $0.3 \mu\text{m}^3$ . Other non-cancer hazards are measured in a computed Hazard Index (HI), which for the proposed project construction would be 0.01, and below the BAAQMD significance threshold of 1.0.

**Impact AIR-2:** The construction of the proposed project would result in a significant health risk impact to nearby sensitive receptors. **(Significant Impact)**

**Mitigation Measure:** The project proposes to implement mitigation measure MM AIR-1.1 and the following mitigation measure to reduce construction-related TACs to nearby sensitive receptors to a less than significant level:

**MM AIR-2.1:** The project shall select construction equipment in one of the following methods to further reduce on-site DPM:

- All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent;
- Use of equipment that includes California Air Resource Board-certified Level 3 Diesel Particulate Filters;
- Use of alternatively-fueled equipment (i.e., non-diesel); or
- Other measures may be the use of added exhaust devices, or a combination of measures above that are approved by the City and demonstrated to reduce community risk impacts to a less than significant level.

The implementation of mitigation measure MM AIR-1.1 would reduce exhaust emissions by approximately five percent. The implementation of the least effective method listed in MM AIR-2.1 (Tier 2 engines or equivalent) would further reduce on-site diesel exhaust emissions by approximately 35 percent. This would reduce the cancer risk proportionally, such that the mitigated risk would be less than 8.0 in one million, which is below the BAAQMD significance threshold of 10 excess cases in one million. Other methods listed would result in a greater reduction in on-site diesel exhaust emissions. For these reasons, the project would have a less than significant impact with respect to community risk caused by construction activities. **(Less Than Significant Impact With Mitigation Incorporated)**

### **Community Health Risk to the Project**

As discussed above, increased community risk can occur by introducing a new sensitive receptor in proximity to an existing source of TACs. A review of BAAQMD's stationary source tool showed that there are two existing TAC sources within 1,000 feet of the project site: State Route – 82 (El Camino Real) and a generator operated at 1500 Warburton Avenue.

Traffic on high volume roadways is a source of TAC emissions that may adversely affect sensitive receptors in proximity to the roadway. The segment of El Camino Real in the project vicinity has

approximately 29,000 average daily trips.<sup>11</sup> The estimated health risk from El Camino Real at the proposed MEI on site is a cancer risk of 5.2 excess cases in one million,  $0.3 \mu/\text{m}^3$   $\text{PM}_{2.5}$  concentration, and  $< 0.01$  HI, which are all below the BAAQMD threshold of significance. The estimated health risk from the generator at 1500 Warburton Avenue at the proposed MEI on site is a cancer risk of 5.0 excess cases per one million,  $0.01 \mu/\text{m}^3$   $\text{PM}_{2.5}$  concentration, and  $< 0.01$  HI, which are also all below the BAAQMD threshold of significance.

### Cumulative Sources

The cumulative health risk to future project residents from El Camino Real and the generator at 1500 Warburton Avenue was calculated. TAC impacts are assessed by predicting the combined community risk impacts to the project. The cumulative maximum cancer risk, maximum annual  $\text{PM}_{2.5}$  concentration, and maximum HI are calculated to be  $< 1.2$  excess cases in one million,  $0.3 \mu/\text{m}^3$   $\text{PM}_{2.5}$  concentration, and  $0.01$  HI, respectively, which are all below BAAQMD's cumulative significance thresholds of  $> 100$  excess cases in one million,  $> 0.8 \mu/\text{m}^3$   $\text{PM}_{2.5}$  concentration, and  $> 10.0$  HI, respectively. Refer to Appendix A for more details about the cumulative construction risk assessment and results.

### e) Create objectionable odors affecting a substantial number of people?

#### **Impacts from the Project**

Land uses that have the potential to be sources of odors that generate complaints include, but are not limited, to wastewater treatment plants, landfills, composting operation, and food facilities (further discussed below). Residential development, such as the proposed project, does not typically generate objectionable odors. **(No Impact)**

#### **Effects to the Project**

The project site is located adjacent to the west of a Kentucky Fried Chicken. According to BAAQMD, a significance threshold for odor is five confirmed complains per year averaged over three years.<sup>12</sup> The dominant wind flow in the area is from the north-northwest, therefore, the project site is upwind from the restaurant. There are sensitive receptors 200 to 300 feet south of the restaurant, where the wind flows from the restaurant the most frequently. No odor complaints associated with the restaurant have been recorded.<sup>13</sup> Refer to Appendix A for additional details about the odor assessment and results.

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<sup>11</sup> California Department of Transportation. "2015 Traffic Volumes on the California State Highway System." Accessed: November 6, 2017. Available at: <http://www.dot.ca.gov/trafficops/census/volumes2015/Route82-86.html>.

<sup>12</sup> Bay Area Air Quality Management District. *CEQA Air Quality Guidelines*. May 2017. Page 7-3.

<sup>13</sup> Giacometti, Edward. Bay Area Air Quality Management District. Personal Communication. November 6, 2017.

## 4.4 BIOLOGICAL RESOURCES

### 4.4.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
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 Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,11
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,11
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
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, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,12
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

#### 4.4.2 Impact Discussion

- 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 CDFW or USFWS?**

Most of the project site is developed. The northwestern corner of the site is currently undeveloped. The project site is surrounded by urban development (refer to Figure 2.4-3). The project site does not contain sensitive habitat (see discussion below under threshold b). Due to the lack of sensitive habitat, the presence of special-status species on site is unlikely. There are existing trees and landscaping on and adjacent to the project site, however, that could be used by nesting birds. Nesting birds are protected under the provisions of the Migratory Bird Treaty Act (MBTA) and Fish and Game Code Sections 3503, 3503.5, and 2800.

Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact. Construction activities such as a tree removal and on site grading, that disturb a nesting bird or raptor on site or immediately adjacent to the construction zone, would constitute a significant impact.

**Impact BIO-1:** Project construction could impact nesting birds on or adjacent to the site, if present. **(Significant Impact)**

**Mitigation Measure:** In compliance with federal and state regulations and protocol, the project proposes to implement the following mitigation measure, to reduce impacts to a less than significant level.

**MM BIO-1:** Construction shall be schedule to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors, in the San Francisco Bay are extends from February 1 through August 31.

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

During this survey, the ornithologist shall inspect all trees and other possible nesting habitats within and immediately adjacent to the construction area for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with CDFW, shall determine the extent of a construction-free buffer zone to be established around the nest to



ensure that nests of bird species protected by the MBTA or Fish and Game code shall not be disturbed during project construction.

The project, with implementation of the above mitigation measure, would reduce impacts to nesting birds (if present) by avoiding construction during nesting bird season or completing pre-construction nesting bird surveys to minimize and/or avoid impacts to nesting birds. **(Less Than Significant Impact with Mitigation Incorporated)**

**b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?**

The project site is not located near or adjacent to waterways, therefore, there is no riparian habitat in the area. The site is not identified as containing sensitive habitat.<sup>14</sup> For these reasons, the development of the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. **(No Impact)**

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

There are no wetlands on site, therefore, the development of the project would not have a substantial adverse effect on wetlands. **(No Impact)**

**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, impede the use of native wildlife nursery sites?**

While a portion of the site is undeveloped, it is surrounded by urban development. No waterways or other sensitive habitats are located on site. The project site is not used as a wildlife corridor or wildlife nursery site. For these reasons, the project would not substantially impact the movement of fish or wildlife, wildlife corridors, or wildlife nursery sites. **(No Impact)**

**e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

The primary biological resources on site are trees. An arborist report was prepared by *Hort Science, Inc.* in August 2017 and is included in Appendix B of this Initial Study. A summary of tree diameters and conditions is provided in Table 4.4-1.

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<sup>14</sup> Sources: 1) US Fish and Wildlife Service. "ECOS Environmental Conservation Online System." Accessed: September 25, 2017. Available at: <https://ecos.fws.gov/ecp/report/table/critical-habitat.html>. 2) City of Santa Clara. 2010-2035 General Plan Integrated Final Environmental Impact Report. SCH#2008092005. January 2011.

There are 10 trees on site and one tree adjacent to the east of the site with its canopy hanging over the project site. Five of the on-site trees meet the size component of a “protected” tree.<sup>15</sup> These trees however, are in poor health. None of the trees on or adjacent to the site are City-designated heritage trees on-site.<sup>16</sup> The most common tree species is chinese elm (seven trees). The project proposes to remove all 10 on-site trees in order to construct the project. It is not anticipated that the adjacent off-site tree (#11) would be removed as part of the project.

General Plan Policy 5.3.1-P10 requires all removed trees to be replaced at a minimum 2:1 (planted:removed) ratio on- or off-site. The removal of the 10 trees on site, therefore, would require the planting of 20 new trees. The project proposes to plant 141 trees, which exceeds the City’s replacement requirement by 121 trees. For this reason, the project would be consistent with the City’s policy regarding tree removal and would not result in impacts to trees. **(Less Than Significant Impact)**

<b>Table 4.4-1: Summary of Existing On-Site and Adjacent Overhanging Trees</b>			
<b>Tree ID#</b>	<b>Common Name</b>	<b>Diameter</b>	<b>Suitability for Preservation</b>
1	Elderberry	7,5	Low
<b>2</b>	<b>Mexican fan palm</b>	<b>15</b>	<b>Moderate Low</b>
3	Chinese elm	6,5,4,3	Low
4	Chinese elm	9	Low
<b>5</b>	<b>Almond</b>	<b>11,9</b>	<b>Low</b>
6	Chinese elm	4,3,3	Low
7	Chinese elm	6,3	Low
<b>8</b>	<b>Chinese elm</b>	<b>18</b>	<b>Low</b>
<b>9</b>	<b>Chinese elm</b>	<b>16</b>	<b>Low</b>
<b>10</b>	<b>Chinese elm</b>	<b>18</b>	<b>Moderate</b>
11*	California black walnut	25	Low
Note: <b>Bolded</b> indicates trees that meet the size component of a “protected” tree.			
* Tree #11 is located adjacent to the east of the site with its canopy hanging over the project site.			

<sup>15</sup> General Plan Policy 5.10.1-P4 defines protected trees as all healthy cedars, redwoods, olives, bay laurel, and pepper trees of any size, and all other trees over 36 inches in circumference measured from 48 inches above-grade on private and public property, as well as in the public right-of-way.

<sup>16</sup> General Plan Policy 5.10.1-P3 requires preservation of all City-designated heritage trees listed in the Heritage Tree Appendix 8.10 of the General Plan.

**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?**

The project site is not located within an adopted Habitat Conservation Plan, Natural Community Plan, or other approved habitat conservation plan. The project, therefore, would not conflict with any of these plans. **(No Impact)**

## 4.5 CULTURAL RESOURCES

The following discussion is based on a Local Significance Evaluation Report and Department of Parks and Recreation (DPR) Forms prepared by *Carey & Co., Inc.* in October 2017 (refer to Appendix C for a copy of the report) and a Cultural Resources Literature Review prepared by *Holman & Associates* in October 2017. A copy of the literature review report is on file at the City of Santa Clara Department of Building and Inspection.

### 4.5.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	13,14,15
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16
c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16
e) 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:					
1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying this criteria, the significance of the resource to a California Native American tribe shall be considered.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16,17

#### 4.5.2 Impact Discussion

##### a) Cause a substantial adverse change in the significance of a historical resource?

The project site is not listed on the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR).<sup>17</sup> The project site is not identified on the City's Architecturally or Historically Significant Properties list.<sup>18</sup> The project site, however, is developed with five auto-oriented buildings that are over 50 years old. The existing buildings on site were evaluated in the historic resources report to determine if the structures qualify as potentially historic resources per the City's local significance criteria (refer to Appendix C for details on each building). The evaluation determined that none of the buildings are found to have architectural significance. **(No Impact)**

##### b,d) Cause a substantial adverse change in the significance of an archaeological resource? Disturb any human remains, including those interred outside of dedicated cemeteries?

As discussed above, there are no known cultural resources on site. Based on a literature review completed for the project area, the area has a low potential for Native American deposits and cultural materials. While unlikely, there is the potential for unknown buried archaeological resources (including human remains) on site.

**Impact CUL-1:** Unknown buried archaeological resources could be impacted during project construction. **(Significant Impact)**

<sup>17</sup> Source: 1) State of California, Office of Historic Preservation. "Santa Clara." Accessed: March 23, 2017. Available at: [http://ohp.parks.ca.gov/?page\\_id=21522](http://ohp.parks.ca.gov/?page_id=21522). 2) National Parks Service. "National Register of Historic Places." Accessed: March 23, 2017. Available at: <https://www.nps.gov/nr/research/>.

<sup>18</sup> City of Santa Clara. "Historic Properties." Accessed: March 23, 2017. Available at: <http://santacalaraca.gov/about/city-history/santa-clara-s-historic-properties-story-map/historic-properties>.

**Mitigation Measures:** The project proposes to implement the following mitigation measures to avoid and/or reduce significant impacts to unknown archaeological resources to a less than significant level:

**MM CUL-1.1:** In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Community Development Director will be notified, and a qualified archeologist shall examine the find and provide recommendations for further treatment, if warranted. Construction and potential impacts to the area(s) within a radius determined by the archaeologist shall not recommence until the assessment is complete.

**MM CUL-1.2:** In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) immediately. Once NAHC identifies the most likely descendants, the descendants shall make recommendations regarding proper burial, which shall be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.

The project, with the implementation of the above measures, would reduce impacts to unknown subsurface prehistoric, and historic archaeological resources to a less than significant level by following procedures to protect resources, if found. **(Less Than Significant Impact With Mitigation Incorporated).**

**c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?**

The City is situated on alluvial fan deposits of the Holocene age. These sediments have low potential to yield fossil resources or to contain significant nonrenewable paleontological resources; however, recent sediments overlie sediments of older Pleistocene sediments with high potential to contain paleontological resources. These older sediments are often found at depths of 10 feet or more below ground surface (bgs), therefore, ground disturbing activities of 10 feet in depth or more at the site has the potential to impact undiscovered paleontological resources.<sup>19</sup> The project would require ground disturbing activities of up to seven feet below ground, therefore, the project is not anticipated to impact paleontological resources. **(No Impact)**

**e) Cause a substantial adverse change in the significance of a tribal cultural resource that is: 1) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, 2) determined to be a significant resource to a California Native American tribe.**

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<sup>19</sup> City of Santa Clara. 2010-2035 General Plan Integrated Final Environmental Impact Report. SCH# 2008092005. January 2011.

A Sacred Lands file search was completed for the project site by the NAHC. The search provided negative results.<sup>20</sup> In addition, local Native American tribes were contacted in accordance with Assembly Bill 52 (AB 52) and no tribes responded as having tribal cultural resources (e.g., sites, features, places, cultural landscapes, sacred places, and/or objects with cultural value) on site. When no responses were received by the City, the City called the individuals/groups.<sup>21</sup> No comments were expressed about the project and at no time during the consultation process was any specific Native American resource identified within or near the project area. For these reasons, the project would not impact tribal cultural resources. **(No Impact)**

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<sup>20</sup> Native American Heritage Commission. Re: Catalina Residential Development Project, Santa Clara County. September 19, 2017.

<sup>21</sup> The City contacted six local Native American Tribes on September 28, October 13, and October 20, 2017. A detailed record of the calls and conversations is included in the project's Cultural Resources Literature Review, on file at the City of Santa Clara Department of Building and Inspection.

## 4.6 GEOLOGY AND SOILS

The following discussion is based on a preliminary geotechnical findings report prepared by *Quantum Geotechnical, Inc.* on November 2, 2017. A copy of this report is provided in Appendix D of this Initial Study.

### 4.6.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
1. Rupture of a known earthquake fault, as described 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	18,19
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	18,19
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	18,19
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,19
d) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2016), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	19
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

As previously discussed in *Section 3.0*, the California Supreme Court issued an opinion in “CBIA vs. BAAQMD” holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project’s future users or residents unless the project risks exacerbate those environmental hazards



or risks that already exist. Nevertheless, the City has policies and regulations that address existing conditions affecting a proposed project. Applicable General Plan policies include the following:

- Policy 5.10.5-P5 which is to regulate development, including remodeling or structural rehabilitation, to ensure adequate mitigation of safety hazards, including flooding, seismic, erosion, liquefaction and subsidence dangers.
- Policy 5.10.5-P6 which is to require that new development is designed to meet current safety standards and implement appropriate building code to reduce risks associated with geologic conditions.
- Policy 5.10.5-P7 which is to implement all recommendations and design solutions identified in project soils reports to reduce potential adverse effects associated with unstable soils or seismic hazards.

#### **4.6.2      Impact Discussion**

**a)    Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1) rupture of a known earthquake fault, 2) strong seismic ground shaking, 3) seismic-related ground failure, or 4) landslides?**

The project site is not located in an Alquist-Priolo Earthquake Fault Zone and no active faults are known to cross the site.<sup>22</sup> The project site is located within the seismically active Bay Area and strong ground shaking would be expected during the lifetime of the proposed project. The nearest active fault is the Hayward Fault, approximately five miles southeast of the site. Strong ground shaking during an earthquake can result in ground failure such as that associated with soil liquefaction,<sup>23</sup> damage to the proposed residential buildings, and expose people to injury. As required by the California Building Code, a design-level geotechnical investigation, which includes design and construction recommendations shall be prepared for the proposed project to avoid and reduce seismic and seismic-related hazards (including liquefaction).

The project site is located in a generally flat area, therefore, the project site is not subject to landslides.

The existing seismic conditions discussed above would not be exacerbated by the project such that it would impact (or worsen) off-site seismic conditions. **(Less Than Significant Impact)**

**b)    Result in substantial soil erosion or the loss of topsoil?**

Project construction activities would temporarily disturb soils. The project, however, would not lead to substantial soil erosion or loss of topsoil, because the project is required to minimize erosion hazards through the implementation of a Stormwater Pollution Prevention Plan (SWPPP) under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit and through

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<sup>22</sup> Association of Bay Area Governments. "Earthquakes, Alquist-Priolo Earthquake Fault Zone Maps, Interactive Fault Rupture Map." Accessed: November 3, 2017. Available at: <http://gis.abag.ca.gov/website/Hazards/?hlyr=northSanAndreas>.

<sup>23</sup> Liquefaction is the result of seismic activity and is characterized as the transformation of loosely water-saturated soils from a solid state after ground shaking. There are many variables that contribute to liquefaction, including the age of the soil, soil type, soil cohesion, soil density, and groundwater level.

conformance with grading and excavation requirements in the City Code (refer to *Section 4.9 Hydrology and Water Quality* for more detail). The project, therefore, would not result in a significant impact from soil erosion. **(Less Than Significant Impact)**

- c) **Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

The project area is generally flat and the project site is not near an open face where soil could move to, therefore, the potential for landslides and lateral spreading on site is low.<sup>24</sup>

Land subsidence is a settling of the earth's surface due to the compaction of subsurface materials. The Santa Clara Valley Water District (District) actively monitors for land subsidence through surveying, groundwater elevation monitoring, and data from compaction wells. The district reduces the potential for land subsidence county-wide by reducing demand on groundwater and recharging groundwater basins.<sup>25</sup>

The project site is subject to liquefaction.<sup>26</sup> The project shall implement the recommendations identified in the design-level geotechnical investigation, which shall include design and construction recommendations to avoid and reduce liquefaction hazards.

The existing geology and soils conditions discussed above would not be exacerbated by the project such that it would impact (or worsen) off-site soil conditions. **(Less Than Significant Impact)**

- d) **Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2016), creating substantial risks to life or property?**

The existing near-surface soils on site have a high expansion potential. Moisture fluctuations in expansive soil could cause the soil to expand or contract resulting in movement and potential damage to improvements that overlay them. The project site consists of a layer of non-engineered fill and expansive clay in the existing near-surface soil. The project shall implement recommendations in the design-level geotechnical report prepared for the project that would include excavation and off-haul of non-engineered fill, and design and engineering measures to avoid and reduce adverse effects of expansive soil on the proposed development.

The existing expansive soil conditions on site discussed above would not be exacerbated by the project such that it would impact (or worsen) off-site conditions. **(Less than Significant Impact)**

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<sup>24</sup> Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically lateral spreading is associated with liquefaction of one or more subsurfaces near the bottom of the exposed slope.

<sup>25</sup> Santa Clara Valley Water District. "Subsidence." Accessed: November 3, 2017. Available at: <http://www.valleywater.org/Services/LandSubsidence.aspx>.

<sup>26</sup> California Department of Conservation, Division of Mines and Geology. *Seismic Hazard Zone Report for the San José West 7.5-Minute Quadrangle, Santa Clara County, California*. 2002.

- 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**

The project would connect to the existing sanitary sewer system. No septic tanks or alternative waste water disposal systems are required for the project. **(No Impact)**

## 4.7 GREENHOUSE GAS EMISSIONS

### 4.7.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,8,20
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,20

### 4.7.2 Impact Discussion

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

According to BAAQMD, a project would result in significant greenhouse gas impacts if it generates more than 1,100 metric tons (MT) of carbon dioxide equivalents (CO<sub>2</sub>e) per year; or 4.6 MT CO<sub>2</sub>e per capita. In addition, a project that is in compliance with the City's Climate Action Plan (a qualified Greenhouse Gas [GHG] Reduction Strategy) is considered to have a less than significant GHG impact.

BAAQMD sets guidelines and screening levels to determine if a project would contribute to a significant level of GHG emissions. Based on the GHG screening levels, the operational GHG screening size for a general condo/townhouse development project is 78 dwelling units.<sup>27</sup> The project proposes 54 dwelling units. The proposed project is under the screening level, and, therefore, is not considered to generate significant GHG emissions. In addition, the City's Climate Action Plan (CAP) is a BAAQMD Qualified Greenhouse Gas Reduction Strategy that identifies how the City will achieve the state's recommended greenhouse gas reduction target. The project would be in compliance with the CAP, as discussed below. **(Less than Significant Impact)**

<sup>27</sup> Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. Updated May 2017. Page 3-2.

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Climate Action Plan**

The project is subject to the City's CAP. The CAP includes strategies and reduction measures that will reduce GHG emissions in the City. Table 4.7-1 below summarizes applicable measures in the CAP and the project's consistency with those measures.

<b>Table 4.7-1: Project Consistency with Applicable Climate Action Plan Measures</b>		
<b>Applicable Climate Action Plan Measure</b>		<b>Consistency</b>
<b>Energy Efficiency</b>		
2.4	Customer Installed Solar Photovoltaic Systems on Customer-Owned Residential and Nonresidential Projects	Not proposed
<b>Water Conservation</b>		
3.1	Water Conservation: Reduce GHG-Intensive Water Use Practices	The project would include drought tolerant landscaping and high efficiency irrigation systems with smart irrigation controllers.
<b>Waste Reduction</b>		
4.2	Increase Waste Diversion: Recycle, Food Waste Pickup, Construction, and Demolition Waste Programs to Increase Solid Waste Diversion to 80 percent.	The project would include recycling services and participate in the City's Construction and Demolition Debris Recycling Program
<b>Off-Road Equipment</b>		
5.1	Provide for Use of Lawn and Garden Equipment Powered by Electricity (lawn mowers and leaf blowers; outdoor outlets)	The project proposes electrical outlets in the front porch of the townhouses.
5.2	Use Cleaner Alternative Technologies for Construction Vehicles and Equipment (BAAQMD BMPs)	As discussed in <i>Section 4.3</i> , the project proposes to implement BAAQMD construction best management practices.
<b>Transportation and Land Use</b>		
6.1	Transportation Demand Management Programs for Residential Projects More Than 25 Units and Nonresidential Projects More Than 10,000 SF in Transportation Districts	The project proposes to develop and implement a VMT Reduction Plan to achieve a 20 percent reduction in project VMT, at least half of which (a 10 percent reduction) will result from TDM measures.
6.3	Electric Vehicle Parking and Charging Station(s) for Multi-Family Residential or Nonresidential Projects	The project proposes a total of 54 EV charging station, one station in each townhouse parking garage.
<b>Urban Heat Island Effect</b>		

<b>Table 4.7-1: Project Consistency with Applicable Climate Action Plan Measures</b>		
7.1	Shade Trees near South-Facing Windows	The project proposes shade trees along the perimeter of the project site and residential buildings, including south facing windows.

As summarized in Table 4.7-1 above, the project would be consistent with the CAP by planting drought tolerant landscaping, installing high efficiency irrigation systems, participating in the City's Construction and Demolition Debris Recycling Program, installing outdoor electrical outlets, developing and implementing a VMT Reduction Plan, installing EV charging stations, and planting shade trees. The project would not install solar photovoltaic systems, as identified by CAP measure 2.4. The project, therefore, is generally consistent with the applicable measures in the Climate Action Plan. **(Less Than Significant Impact)**

### **Santa Clara General Plan**

The project is subject to applicable General Plan policies related to GHG emissions including, but are not limited to, the ones listed below.

- 5.8.1-P4 – Expand transportation options and improve alternate modes that reduce greenhouse gas emissions.
- 5.8.1-P5 – Work with local, regional, state and private agencies, as well as employers and residents, to encourage programs and services that reduce vehicle miles traveled.
- 5.10.3-P1 – Promote the use of renewable energy resources, conservation, and recycling programs.
- 5.10.3-P4 – Encourage new development to incorporate sustainable building design, site planning, and construction, including encouraging solar opportunities.
- 5.10.3-P5 – Reduce energy consumption through sustainable construction practices, materials, and recycling.
- 5.10.3-P6 – Promote sustainable buildings and land planning for all new development, including programs that reduce energy and water consumption in new development.
- 5.10.3-P7 – Encourage installation of solar energy collection through solar hot water heaters and photovoltaic arrays.

The project would be consistent with the City's General Plan policies to reduce GHG emissions by implementing a VMT Reduction Plan (which would include TDM measures), participating in the City's Construction and Demolition Debris Recycling Program, complying with Title 24 and California Green Building Standards Code (CALGreen), including drought tolerant landscaping and high efficiency irrigation systems, and constructing pedestrian improvements on El Camino Real and Civic Center Drive.

Based on the above discussions, the project would be consistent with the applicable General Plan policies and CAP to reduce GHG emissions. **(Less Than Significant Impact)**

## 4.8 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based on a Phase I and Phase II Environmental Site Assessments by *GeoSolve, Inc.* in April 2017 and January 2018. Copies of the ESAs are provided in Appendix E.

### 4.8.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	21
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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, will it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	21
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, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	22,23
f) For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,24
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	25

As previously discussed in *Section 3.0*, the California Supreme Court issued an opinion in “CBIA vs. BAAQMD” holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project’s future users or residents unless the project risks exacerbate those environmental hazards or risks already exist. Nevertheless, the City has policies and regulations (including Policy 5.10.5-P23 that requires appropriate clean-up and remediation of contaminated sites) that address existing conditions affecting a proposed project, which are discussed as planning considerations.

#### **4.8.2            Impact Discussion**

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

The project proposes residential development, which does not include any on-site use of hazardous materials other than small amounts of cleaning supplies. The proper storage and use of these materials would not create a significant hazard to the public environment. **(Less Than Significant Impact)**

**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?**

#### **On-Site Soils**

The project site previously contained orchards from at least 1939. Orchards were also observed immediately north of the property till at least 1950. Because of the historical agricultural use of the property, there is a potential for the presence of metal and organochloride pesticide residues within the surficial soil on site. Soil samples were collected and analyzed for metals and organochlorine pesticides. The sampling results showed that levels of metals and organochlorine pesticides were below the environmental screening levels (ESLs) for residential development. Refer to Appendix E for additional details on the sampling results for metal and organochlorine pesticides residues.

#### **Asbestos and Lead-Based Paint**

The existing buildings on site were constructed between 1956 and 1963 (refer to *Section 4.5 Cultural Resources*). Since the buildings were built prior to 1968, the paint on the interior and exterior is likely to contain lead-based paint (LBP), and may pose a lead-based material (LBM) hazard. Exposure to LBP and LBM can cause serious health problems, especially to children and pregnant women. The buildings may also contain asbestos containing materials (ACM), which were heavily used in building construction from 1960 to 1980. Friable asbestos is any ACM that, when dry, can be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Both friable asbestos products and paint/surface coating materials containing lead were banned in 1978. ACMs are of concern because exposure to ACMs have been linked to cancer.

The project proposes to demolish the existing structures and, as a result, an asbestos survey shall be conducted under NESHAP guidelines. In addition, NESHAP guidelines require that all potentially friable ACMs be removed prior to building demolition or renovation that may disturb the ACMs.



If lead-based paint is still bonded to the building materials, its removal is not required prior to demolition. The project shall, however, follow the requirements outlined by California Occupational Safety and Health Administration (Cal/OSHA) Lead in Construction Standard, Title 8, California Code of Regulations (CCR) 1532.1 during demolition activities; these requirements include employee training, employee air monitoring, and dust control. If lead based paint is peeling, flaking, or blistered, it should be removed prior to demolition. It is assumed that such paint would become separated from the building components during demolition activities and must be managed and disposed of as a separate waste stream. Any debris or soil containing lead paint or coating must be disposed of at landfills that are permitted to accept such waste. Demolition of the existing structure on the project site could expose construction workers or residents in the vicinity of the project site to harmful levels of ACMs or lead.

The project is required to conform to the following regulatory programs and to implement the following measures to reduce hazards due to the presence of ACMs and/or lead-based paint:

- In conformance with state and local laws, a visual inspection/pre-demolition survey, and possible sampling, shall be conducted prior to the demolition of on-site buildings to determine the presence of asbestos-containing materials and/or lead-based paint.
- Prior to demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings would be disposed of at landfills that meet acceptance criteria for the waste being disposed.
- All potentially friable ACMs shall be removed in accordance with NESHAP guidelines prior to any building demolition or renovation that may disturb the materials. All demolition activities will be undertaken in accordance with Cal/OSHA standards contained in Title 8 of CCR, Section 1529, to protect workers from exposure to asbestos.
- A registered asbestos abatement contractor shall be retained to remove and dispose of ACMs identified in the asbestos survey performed for the site in accordance with the standards stated above.
- Materials containing more than one percent asbestos are also subject to BAAQMD regulations. Removal of materials containing more than one percent asbestos shall be completed in accordance with BAAQMD requirements.

Conformance with the aforementioned regulatory requirements would result in less than significant impacts from ACMs and lead. **(Less Than Significant Impact)**

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

The project is not located within one-quarter mile of an existing or proposed school. The project, therefore, would not emit hazardous emissions or hazardous materials, substance, or waste within one quarter-mile of an existing or proposed school. **(No Impact)**

- 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, will it create a significant hazard to the public or the environment?**

On-site soils, groundwater, and soil gas sampling was completed. The results of soil sampling is discussed under threshold a. Former tenants (Mustang Ranch Auto Service, Tires Unlimited, and MB Transmission Shop) of the site are listed on three hazardous materials databases for waste-oil storage and recycling, treated water discharge, storing and recycling of hazardous substances, and historical automobile repair shop services. During a site reconnaissance, drums of waste-oil, hydraulic hoists, and above-ground storage tanks containing oil were observed on site. Significant staining was also observed within the buildings associated with current and past automotive repair work. No groundwater wells or underground storage tanks (USTs) were observed.

On-site sampling of groundwater found an elevated concentration of 1,200 micrograms per liter ( $\mu\text{g/L}$ ) of total extractable petroleum hydrocarbons reported as motor-oil (TEPHmo) at one of the borings, which exceeds the residential ESL of 100  $\mu\text{g/L}$ . Additional samples were taken to evaluate the extent of TEPHmo in groundwater on site. TEPHmo concentrations were not detectable in subsequent samplings. Based on the professional opinion of the hazardous materials consultant, the previously elevated levels of TEPHmo were reduced on site due to natural attenuation, and TEPHmo contamination is not a significant impact or concern for developing residences on site.<sup>28</sup>

The soil-gas sampling found elevated concentrations of 320 and 570 micrograms per cubic meter ( $\mu\text{g/m}^3$ ) of trichloroethylene (TCE), a form of volatile organic compound (VOC), which exceeds the residential ESL of 240  $\mu\text{g/m}^3$ . There is a potential, therefore, for vapor intrusion risk to future building occupants. Refer to Appendix E for additional details on the sampling results.

The following safeguards shall be implemented during grading activities at the project site:

- All equipment related to the hydraulic hoists and automotive wastes shall be removed prior to the issuance of grading permits. Removal activities shall be permitted and under the direction of the Santa Clara Fire Department (SCFD).
- After demolition of existing buildings onsite, additional soil-gas samples shall be collected from five feet bgs in the vicinity of the soil-gas sample that exceeded the residential ESL and analyzed for VOCs using U.S. EPA Method TO-15. If elevated concentrations of TCE and/or other VOCs are detected, a work plan shall be prepared and implemented to remove the contamination. The contaminated soil shall be disposed in accordance with disposal/accepting facility requirements. Additional assessment and mitigation of potential vapor intrusion risk shall also be completed and approved by an appropriate regulatory agency.
- The work shall be performed under the oversight of a regulatory agency, either by Santa Clara County Department of Environmental Health, California State Water Resource Control

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<sup>28</sup> Campbell, Robert. Principal Engineering Geologist, GeoSolve, Inc. Personal Communication. November 17, 2017.

Board (SWRCB), or the Department of Toxic Substances Control, with copies of all documentation provided to the SCFD. Confirmation that the vapor intrusion risk has been adequately mitigated (if determined to be required) by the regulatory agency shall be received by the City prior to issuance of building occupancy permits.

- Soil technical staff shall be made aware that unknown USTs, buried debris, or other potential adverse environmental condition may be discovered on the property. If any one of these conditions is encountered, SCFD shall be notified and the specific condition appropriately remedied in accordance with the local, county, and state requirements.

With the implementation of the identified safeguards, existing and unknown hazardous materials on site would not exacerbate hazardous material conditions off-site. **(Less Than Significant Impact)**

**e,f) Result in a nearby airport-related safety hazard for people residing or working in the project area? Result in a private airstrip-related safety hazard for people residing or working in the project area?**

The project site is located approximately 1.1 miles west of the Norman Y. Mineta San José International Airport (Airport). The Santa Clara County Airport Land Use Commission (ALUC) adopted its Airport's Comprehensive Land Use Plan (CLUP), which includes land use compatibility policies and standards, which form the basis for evaluating the land use compatibility of individual projects with the Airport and its operations. The CLUP establishes an airport land use planning area, referred to as the Airport Influence Area (AIA) that sets the boundaries for application of ALUC policy. The project is not located within the Airport's AIA.<sup>29</sup>

While the project is not located within the CLUP's AIA, the project site is located within the Federal Aviation Administration (FAA)'s Notification Surface area.<sup>30</sup> FAA requires projects of a specific height in a given location within the Notification Surface area to submit a notice for airspace safety review. For the project site, any structure exceeding approximately 30 feet in height above ground would require submittal to the FAA for airspace safety review. As the proposed project would have a maximum height of 41 feet, notification to the FAA is required. The project applicant shall file as FAA 7460-1 form 45 days prior to construction. FAA issuance of a "Determination of No Hazard" would ensure that the project would not be a potential aviation hazard.

The project site is not in the vicinity of a private airstrip, therefore, would not result in a private airstrip-related safety hazard.

For these reasons, the project would not result in significant airport-related safety hazards. **(Less Than Significant Impact)**

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<sup>29</sup> Santa Clara County Airport Land Use Commission. *Norman Y. Mineta San José International Airport Comprehensive Land Use Plan*. May 25, 2011.

<sup>30</sup> Federal Aviation Administration. "Notification of Proposed Construction or Alteration on Airport Part 77." Accessed: November 8, 2017. Available at: <https://www.faa.gov/airports/central/engineering/part77/>.

**g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?**

The City has an Emergency Operations Plan (EOP), which is required for each local government in the state. The EOP establishes the emergency organization, assign tasks, specifies policies and general procedures, and provides for coordination of planning efforts for events such as earthquake, flooding, dam failure, and hazardous materials responses.<sup>31</sup>

The project site is located in a developed area and would not change the local roadway circulation pattern and access, or otherwise physically interfere with the Santa Clara EOP or other emergency response or evacuation plan. **(No Impact)**

**h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

According to the California Department of Forestry and Fire Hazard Protection, the project site is not subject to wildfire hazards.<sup>32</sup> **(No Impact)**

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<sup>31</sup> City of Santa Clara. *Emergency Operations Plan*. June 2016.

<sup>32</sup> California Department of Forestry and Fire Protection. "Santa Clara County Very High Fire Hazard Zones in LRA." October 8, 2008. Available at: [http://frap.fire.ca.gov/webdata/maps/santa\\_clara/fhszl\\_map.43.pdf](http://frap.fire.ca.gov/webdata/maps/santa_clara/fhszl_map.43.pdf). Accessed June 1, 2017.

## 4.9 HYDROLOGY AND WATER QUALITY

### 4.9.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level which will not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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, in a manner which will result in substantial erosion or siltation on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
e) Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	26
h) Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	26
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,27
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,28

As discussed in *Section 4.0*, in December 2015, the California Supreme Court issued an opinion “CBIA v. BAAQMD” holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project’s future users or residents unless the project risks exacerbate those environmental hazards or risks that already exists. Nevertheless, the City has General Plan policies and City Code that address existing conditions (i.e., flooding) affecting a proposed project.

### **General Plan**

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

- 5.10.5-P13 – Which requires that development complies with the Flood Damage Protection Code.
- 5.10.5-P21 – Which requires that storm drain infrastructure is adequate to serve all new development and is in place prior to occupancy.

### **City Code**

Chapter 15.45, Prevention of Flood Damage Code, of the City Code includes provisions for anchoring, construction with flood resistant materials, and flood minimization practices. The Code also includes requirements for the elevation of the lowest floor of all construction within Special Flood Hazard Area (SFHA) as identified on a Flood Insurance Rate Map (FIRM) map and includes provisions to anchoring, construction with flood resistant material, and flood minimization practices.

#### **4.9.2      Impact Discussion**

**a,f) Violate any water quality standards or waste discharge requirements? Otherwise substantially degrade water quality?**

#### **Construction Impacts**

Construction of the proposed project, including demolition of the existing buildings, grading, and excavation activities, would disturb underlying soil. When soil is disturbed, surface runoff after rain events may carry sediments that are discharged to the storm water system, which ultimately flows to the San Francisco Bay.

The project is required to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for construction activities and submit a Stormwater Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI) to the State of California Water Resources Control Board to control the discharge of storm water pollutants including sediments associated with construction activities to a less than significant level. **(Less Than Significant Impact)**

#### **Post-Construction Impacts**

To reduce post-construction water quality impacts, the project is required to comply with the Municipal Regional Stormwater NPDES permit (MRP). The project includes a 2,430 square foot



bioretention area. The project in compliance with existing regulations, including the NPDES and SWPPP guidance, would not result in significant impacts to water quality. **(Less Than Significant Impact)**

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

The project site does not directly contribute to recharging of the groundwater aquifers and this condition would not change if the project were implemented. The proposed project would increase the pervious surface area on site by 1,605 square feet, from 19,300 to 20,905 square feet, thereby increasing the amount of surface runoff able to percolate into the ground. For this reason, the proposed project would not deplete groundwater supplies or interfere with ground water recharge. **(Less than Significant Impact)**

- c,d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on-or off-site? Substantially increase the rate or amount of surface runoff in a manner which will result in flooding on-or off-site?**

There are no waterways on site; nor would the development of the project alter the course of a stream or river. In addition, the project would decrease the amount of impervious surfaces on site, thereby decreasing the amount of runoff from the site. For this reason, the project would not increase the rate or amount of runoff from the site and would not cause on- or off-site flooding. **(Less Than Significant Impact)**

- e) Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

The project site is currently served by an 18-inch storm drain line in El Camino Real. As discussed above, the implementation of the project, would reduce the amount of impervious surfaces on site. The reduction in impervious surfaces would result in a corresponding reduction in surface runoff. The implementation of the project, therefore, would result in a reduction in surface runoff compared to existing conditions. In addition, the project proposes a 2,430 square foot bioretention area in the northeastern corner of the project site to treat stormwater runoff prior to discharge to the storm drain line in El Camino Real. For these reasons, it is anticipated the existing storm drain system would have sufficient capacity to serve the project. **(Less than Significant Impact)**

- g,h) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? Place within a 100-year flood hazard area structures which will impede or redirect flood flows?**

The project site is not located in a 100 year-floodplain. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is in flood zone X,

which is defined as a 500-year flood zone (0.2 percent annual chance of flood).<sup>33</sup> For this reason, the project would not place housing within a 100-year flood hazard area, nor would it impede or redirect 100-year flood flows. **(No Impact)**

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

The project site is located within the Lexington Dam failure Inundation Area.<sup>34</sup> Inundation areas assume complete failure of the dam with a full reservoir that is completely emptied. Santa Clara Valley Water District (SCVWD) operates the Dam Safety Program for all 10 dams under its jurisdiction, including Lexington Dam. The comprehensive program includes four main components: 1) periodic special engineering studies, 2) surveillance and monitoring program, 3) routine inspections and maintenance activities, and 4) maintaining emergency response and preparedness plans. Through the SCVWD's dam safety program, risk of dam failure is minimized. For this reason, the project would not expose people or structures to significant flooding risks due to dam failure.

Development of the project would not exacerbate the risk of existing people or structures to significant flooding risks due to dam failure. **(Less Than Significant Impact)**

**j) Result in inundation by seiche, tsunami, or mudflow?**

Due to the project site's inland location and distance from large bodies of water (i.e., San Francisco Bay), it is not subject to seiche and tsunami, or sea level rise.<sup>35</sup> The project area is flat and there are no hillsides or mountains near the site, therefore, the project site is not subject to mudflows.

Development of the project would not exacerbate seiche, tsunami, or mudflow impacts off site. **(No Impact)**

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<sup>33</sup> Federal Emergency Management Agency. "Flood Insurance Rate Map." Parcel 06085C0227H. May 2009. Accessed: September 20, 2017. Available at: <https://msc.fema.gov/portal/search#searchresultsanchor>.

<sup>34</sup> Santa Clara Valley Water District. Lexington Dam Inundation Map. 2016. Sheet 7.

<sup>35</sup> Sources: 1) Association of Bay Area Governments. "Resilience Program." Accessed September 20, 2017. Available at: <http://gis.abag.ca.gov/website/Hazards/?hlyr=cgsLiqZones#nogo1>. 2) San Francisco Bay Conservation and Development Commission. *Living with a Rising Bay: Vulnerability and Adaption in San Francisco Bay and on its Shoreline*. Approved on October 6, 2011. Page 28, Figure 1.2.

## 4.10 LAND USE AND PLANNING

### 4.10.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

### 4.10.2 Impact Discussion

#### a) Physically divide an established community?

The project area includes a mix of land uses including residential, commercial, and park. The project site is separated from residential land uses to the north and south by Civic Center Drive and El Camino Real. The project is adjacent to a single-family residence to the northeast, and commercial/retail uses to the east and west (refer to Figure 2.4-3). The proposed residential land use would not introduce a new land use to the area. In addition, the proposed residential land use is consistent with the land use envisioned for the site in the General Plan, as discussed below. (**Less Than Significant Impact**)

#### b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?

Applicable land use plans for the project include the City's General Plan and Title 18 of the City Code (Zoning Code).

#### General Plan

The project site is designated as a General Plan land use designation of *Community Mixed-Use* (20 to 36 du/ac). According to the General Plan, this classification is a combination of *Community Commercial and Medium Density Residential* designations and is intended to encourage a mix of residential and commercial uses along major streets. Auto-oriented uses are not appropriate for this designation, except under certain circumstances determined by the City within the El Camino Real Focus Area. Parking should be behind buildings, below-grade or in structures, to ensure that active

uses face public streets. Retail, commercial and neighborhood office uses, at a minimum floor area ratio (FAR) of 0.10, are required in conjunction with residential development between 20 and 36 units per acre.

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

#### General

- 5.3.2-P1 – Encourage the annual construction of the housing units necessary to meet the City’s regional housing needs assessment by reducing constraints to housing finance and development.
- 5.3.4-P4 – Require mixed-use development to meet the density and intensity specified in the land use classifications.
- 5.3.2-P6 – Provide adequate choices for housing tenure, type and location, including higher density, and affordability for low- and moderate-income and special needs household.

#### El Camino Real Focus Area

- 5.4.1 – P1 - Require that the mix of uses is consistent with the Regional Mixed Use land use classification and that development is pedestrian-oriented, with enhanced streetscapes, publicly accessible open space and plazas, and connections to surrounding neighborhoods.
- 5.4.1 – P2 - Allow new development under the Community Mixed-Use designation for exclusively residential or commercial uses provided that it meets the minimum requirements for the Medium Density Residential or Community Commercial land use classifications.<sup>36</sup>
- 5.4.1 – P6 - Encourage lower profile development, in areas designated for Community Mixed Use in order to minimize land use conflicts with existing neighborhoods.
- 5.4.1 – P8 - Orient ground floor retail and residential entries to public sidewalk on El Camino Real.

The project site is currently developed with auto-oriented uses. The project proposes to redevelop the 2.3-acre site with 54 townhouse units, resulting in a density of approximately 23 du/ac. Of the 54 townhouse units, eight would be live/work units. The work portion of the live/work units would provide commercial services, which would satisfy the requirement to provide retail, commercial, or neighborhood office uses at a minimum FAR of 0.10. The project would be consistent with applicable General Plan land use policies by providing housing in the City, orienting the live/work units to front El Camino Real. **(Less Than Significant Impact)**

### Zoning Ordinance

Currently, the existing zoning designation on site is not consistent with the General Plan land use designation for residential and commercial uses. The intent of the Zoning Code is to encourage

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<sup>36</sup> The *Medium Density Residential* land use designation is intended for residential development at densities ranging from 20 to 36 units per gross acre. This density range accommodates a variety of housing types. It is primarily intended for areas with access from collector or arterial streets or in close proximity to neighborhood centers and mixed uses. Building types can include a combination of low-rise apartments, townhouses and rowhouses with garage or below-grade parking.

development of various kinds of living, working and commercial activities in specific areas as defined in the General Plan and to segregate and protect activities of these areas one from another. The project proposes to rezone the project site from CT to *Planned Development* (PD) to develop 54 townhouses (eight of which would be live/work units). The proposed zoning is consistent with the project site's General Plan land use designation. For these reasons, the proposed rezoning would not result in a significant land use impact. **(Less Than Significant Impact)**

### **Santa Clara Valley Transportation Authority Community Design and Transportation Program**

The project site is located on El Camino Real, which is identified as a Regional Corridor in the Santa Clara Valley Transportation Authority (VTA) Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County.<sup>37</sup> The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies and was endorsed by all 15 Santa Clara County cities and the County. The CDT Program encourages projects along Regional Corridors to develop uses such as office and residential, or live/work lofts with an average residential density of 35-85 du/ac.<sup>38</sup> While the proposed density is approximately 23 du/ac, the residential range identified by the VTA is *recommended*, and is not considered a significant impact whether the project is or is not consistent with the recommended densities. In addition, the proposed project is consistent with the land use recommended in the CDT Program by redeveloping auto-oriented uses to residential units with live/work units fronting El Camino Real. **(Less Than Significant Impact)**

#### **c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

The project site is not located within an adopted habitat conservation plan or natural community conservation plan; therefore, the project would not conflict with these plans. **(No Impact)**

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<sup>37</sup> Santa Clara Valley Transportation Authority. *Community Design & Transportation: A Manual of Best Practices for Integrating Transportation and Land Use*. 2003. Page 1-12.

<sup>38</sup> Santa Clara Valley Transportation Authority. *Community Design & Transportation: A Manual of Best Practices for Integrating Transportation and Land Use*. 2003. Page D-4.

## 4.11 MINERAL RESOURCES

### 4.11.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	29,30
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2

### 4.11.2 Impact Discussion

**a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?**

The City of Santa Clara is located in an area zoned MRZ-1 for aggregate materials by the State of California.<sup>39</sup> MRZ-1 zones are areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence. The State Office of Mine Reclamation's list of mines (AB 3098 list) regulated under the Surface Mining and Reclamation does not include any mines within the City.<sup>40</sup> No mineral resources are currently being extracted in the City. The project, therefore, would not have impacts on mineral resources. **(No Impact)**

**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?**

The City does not contain locally important mineral resource recovery site delineated in its General Plan or other land use plan. **(No Impact)**

<sup>39</sup> California Department of Conservation. *Update of Mineral Land Classification: Aggregate Materials in the South San Francisco Bay Production-Consumption Region*. 1996. (Open-File Report 96-03)

<sup>40</sup> California Department of Conservation. "AB 3098 List." Accessed: September 21, 2017. Available at: [http://www.conservation.ca.gov/dmr/SMARA%20Mines/ab\\_3098\\_list](http://www.conservation.ca.gov/dmr/SMARA%20Mines/ab_3098_list).

## 4.12 NOISE AND VIBRATION

### 4.12.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,63,26
b) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3
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, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,22,23
f) For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

CEQA does not define what noise level increase would be considered substantial. The following criteria based on standards identified in the Building Code, CALGreen Code, General Plan, City Code, and City practice were used to evaluate the significance of environmental noise resulting from the project:

- A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan or City Code.
- A significant impact would be identified if the construction of the project would expose persons to excessive vibration levels. Ground-borne vibration levels exceeding 0.33 inches per second (in/sec) Peak Particle Velocity (PPV)<sup>41</sup> would have the potential to result in cosmetic damage to normal buildings.

<sup>41</sup> PPV is a common method used to quantify vibration amplitude. PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave.

- A significant impact would be identified if traffic generated by the project or project improvements/operations would substantially increase noise levels at sensitive receptors in the vicinity. A substantial increase would occur if: a) the noise level increase is five A-weighted decibel (dBA)<sup>42</sup> Community Noise Equivalent Level (CNEL)<sup>43</sup> or greater, with a future noise level of less than the “normally acceptable” standard, or b) the noise level increase is three dBA CNEL or greater, with a future noise level equal to or greater than the “normally acceptable” standard.
- A significant noise impact would be identified if construction-related noise would temporarily increase ambient noise levels at sensitive receptors. Hourly average noise levels exceeding 60 dBA  $L_{eq}$  and the ambient by at least five dBA  $L_{eq}$ , for a period of more than one year would constitute a significant temporary noise increase at adjacent residential land uses. Where noise from construction activities exceeds 70 dBA  $L_{eq}$  and the ambient noise environment by at least five dBA  $L_{eq}$  at commercial land uses in the project vicinity for a period exceeding one year, the impact would be considered significant.

As discussed in *Section 4.0*, in December 2015, the California Supreme Court issued an opinion “CBIA v. BAAQMD” holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project’s future users or residents unless the project risks exacerbate those environmental hazards or risks that already exists, with the exception of noise resulting from proximity to an airport. The project would not be exposed to aircraft noise, therefore, noise impacts to the project do not qualify as significant impacts under CEQA. Nevertheless, the City has policies and City Code regulations that address existing conditions (i.e., vehicular traffic) affecting a proposed project, which are discussed below as planning considerations. Applicable General Plan policies and City Code regulations are summarized below.

### **General Plan**

- 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. Residential land uses are considered compatible in noise environments of 55 dBA CNEL or less, where the exterior noise levels are greater than 55 dBA CNEL and less than 70 dBA CNEL, the design of the project should include measures to reduce noise levels to acceptable levels. Noise levels exceeding 70 dBA CNEL at residential land uses are considered incompatible. Residential land uses proposed in noise environments exceeding 70 dBA CNEL should generally be avoided, except when the residential use is entirely indoors and where interior noise levels can be maintained at 45 dBA CNEL or less.
- Policy 5.10.6-P2 – Incorporate noise attenuation measures for all projects that have noise exposure levels greater than General Plan “normally acceptable” levels.

<sup>42</sup> There are several methods of characterizing sound. The most common in California is the A-weighted sound level, or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive.

<sup>43</sup> Noise guidelines are almost always expressed using one of several noise averaging methods, such as  $L_{eq}$ , or CNEL.  $L_{eq}$  stands for the Noise Equivalent Level and is a measurement of the average energy level intensity of noise over a given period of time such as the noisiest hour. CNEL stands for Community Noise Equivalent Level and is a 24-hour average of noise levels with a five dB penalty applied to noise occurring between 7:00 PM and 10:00 PM, and a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM.



- Policy 5.10.6-P3 – New development should include noise control techniques to reduce noise to acceptable levels, including site layout (setbacks, separation and shielding), building treatments (mechanical ventilation system, sound-rated windows, solid core doors and baffling) and structural measures (earthen berms and sound walls).

### **City Code**

The City Code establishes noise and vibration level performance standards for fixed sources. Section 9.10.040 of the City Code limits noise levels at residences to 55 dBA during daytime hours (7:00 AM to 10:00 PM) and 50 dBA at night (10:00 PM to 7:00 AM). The Code also provides that where ambient noise levels exceed these thresholds, the allowable noise exposure standard is adjusted in five dBA increments to encompass the ambient level. The noise limits are not applicable to emergency work, licensed outdoor events, City-owned electric, water, and sewer utility system facilities, construction activities occurring within allowable hours, permitted fireworks displays, or permitted heliports. The City Code does not define the acoustical time descriptor such as  $L_{eq}$  (the average noise level) or  $L_{max}$  (the maximum instantaneous noise level) that is associated with the above limits. A reasonable interpretation of the City Code would identify the ambient base noise level criteria as an average or median noise level ( $L_{eq}/L_{50}$ ), and this metric has been used in prior environmental documents.

#### **4.12.2      Impact Discussion**

##### **a)    Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

The noise environment at the site and at nearby land uses in the vicinity is primarily from vehicular traffic on El Camino Real. Based on noise measurements taken in the vicinity for nearby development projects, the CNEL in the project area ranges from 70 to 74 CNEL.<sup>44</sup>

#### **Future Exterior Noise Levels (Planning Consideration)**

The project includes common open space along the perimeter of the project site and residential buildings. The City's exterior noise standard of 55 dBA CNEL would apply to the outdoor area, but would be adjusted to 75 dBA to include the ambient noise of 70 to 74 CNEL. The outdoor space along Buildings 5 and 6 facing El Camino Real would be exposed to noise levels over 55 dBA CNEL, which would exceed the City's "normally acceptable" threshold. Future residents, however, would typically not stay in the common open space unless as pedestrians traversing the project site. Therefore, the outdoor areas on site would not be considered as areas of frequent human use.

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<sup>44</sup> Sources: 1) Charles M. Salter Associates Inc. *2232 El Camino Real Residences Preliminary Environmental Noise Study*. August 16, 2016. 2) Illingworth & Rodkin, Inc. *1890 El Camino Real Project Environmental Noise Assessment*. February 2, 2016.

## **Future Interior Noise Levels**

The state's interior noise standard for residential uses is 45 dBA CNEL. Assuming a one dBA increase in noise levels under future conditions, the exterior traffic noise exposure at the proposed buildings would be up to 75 dBA CNEL. Interior noise levels would vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials and methods. Standard residential construction provides 15 dBA of exterior-to-interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Where exterior noise levels range from 60 to 65 dBA CNEL, the inclusion of adequate forced-air mechanical ventilation is often the method selected to reduce interior noise levels to acceptable levels by closing the windows to control noise. Where noise levels exceed 65 dBA CNEL, forced-air mechanical ventilation system and sound-rated construction methods are normally required. Such methods or materials may include a combination of smaller window and door sizes as a percentage of the total building facade facing the noise source, sound-rated windows and doors, sound-rated exterior wall assemblies, and mechanical ventilation so window may be kept closed at the occupant's discretion.

Given the ambient noise levels on El Camino Real, forced-air mechanical ventilation and sound-rated construction materials is recommended at all the buildings on site so that windows may be kept closed at the discretion of the occupants to control noise and meet the 45 dBA CNEL interior noise limit.

As conditions of approval, the following noise insulation features shall be incorporated into the proposed project to reduce interior noise levels to 45 dBA CNEL or less:

- Provide a suitable form of forced-air mechanical ventilation, as determined by the City's building official, so that windows can be kept closed to control noise.
- A qualified specialist shall prepare a detailed analysis of interior residential noise levels resulting from all exterior sources during the design phase pursuant to requirements set forth in the State Building Code. The study shall review the final site plan, building elevations, and floor plans prior to construction and recommend building treatments to reduce residential interior noise levels to 45 dBA CNEL or lower. Treatments would include, but are not limited to, Sound Transmission Class (STC) sound-rated windows and doors, sound-rated all and window constructions, acoustical caulking, protected ventilation openings, etc. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit.

## **Operational Noise**

The proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems, which could produce a noise level above the 55 dBA daytime noise limit and 50 dBA nighttime noise limit for residential uses, depending on the location and distance to the nearest sensitive receptor. The closest sensitive receptors to the site include a senior living facility

and residences to the north, as well as residences to the south (refer to Figure 2.2-4).<sup>45</sup> Other residences are located at further distances to the west of the project site. As a condition of approval, the project shall implement the following measure to reduce stationary noise sources at or below 55 dBA daytime noise limit and 50 dBA nighttime noise limit:

- On-site mechanical equipment shall be selected and designed to reduce impacts to off-site uses to meet the City's daytime and nighttime noise limits. A qualified acoustical consultant shall be retained to review mechanical noise as these systems are selected to determine specific noise reduction measures necessary, if any, to reduce noise to comply with the City's noise level requirements. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and installation of noise barriers, such as enclosures or parapet walls to block the line-of-sight between the noise source and the nearest receptors.

With the implementation of the identified measure above, the project's mechanical equipment would not exceed the City's noise standards and, therefore, would not substantially impact (or worsen) off-site noise conditions. **(Less than Significant Impact)**

**b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?**

For structural damage, the California Department of Transportation (DOT) recommends a vibration limit of 0.3 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.08 in/sec PPV for ancient buildings or buildings that are documented to be structurally weakened. No ancient buildings or buildings that are documented to be structurally weakened adjoin the project site. Studies have shown that threshold of perception for average person is in the range of 0.008 to 0.012 in/sec PPV.

Construction of the proposed project may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used. Project construction includes the demolition of the existing buildings, site preparation work, construction of the residential buildings, and other site improvements. The project would not require pile driving, which can cause excessive vibration.

Table 4.12-1 presents typical vibration levels that could be expected from construction equipment at a distance of 25 feet. Project construction activities, such as drilling, the use of jackhammers, rocks drill, and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) may generate substantial vibration in the vicinity. The nearest residential land use is the single-family residence adjacent to the eastern boundary of the project site, approximately 12 feet from the shared property line. At this distance, vibration levels have the potential to exceed the state's 0.3 in/sec PPV limit.

Construction-related vibration may be perceptible at affected locations and other areas where vibration would not be expected to cause structural damage. However, this project construction would not be considered significant given the intermittent and short duration of the phases that have

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<sup>45</sup> There is a single-family residence adjacent to the northeast corner of the project site, however it is unoccupied and fenced off.

the highest potential of producing vibration. By use of administrative controls, perceptible vibration can be kept to a minimum.

<b>Table 4.12-1: Vibration Source Levels for Construction Equipment</b>			
<b>Equipment</b>		<b>PPV at 25 feet (in/sec)</b>	<b>Approximate L<sub>v</sub> at 25 feet (VdB)</b>
Clam Shovel Drop		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Jackhammer		0.035	79
Small Bulldozer		0.003	58
Note: VdB is the term used for vibration decibels. in/sec = inches per second Source: United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration. Transit Noise and Vibration Impact Assessment, May 2006.			

**Impact NOI-1:** Nearby uses, including the existing single-family residence to the northeastern boundary of the project site, could be exposed to construction related vibration in excess of the state limit of 0.3 in/sec PPV for buildings where structural damage is a concern. **(Significant Impact)**

**Mitigation Measure:** The project proposes to implement the following mitigation measures to reduce construction-related vibration impacts at adjacent land uses, specifically the residence adjacent to the east of the project site.

**MM NOI-1.1:** Prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or excavation using clam shell or chisel drops, within 20 feet of any adjacent building.

**MM NOI-1.2:** Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

Implementation of the above mitigation measures would reduce construction-related vibration impacts to a less than significant level by limiting the use of heavy vibration-generating construction equipment near adjacent buildings and designating a person responsible for investigating claims of excessive vibration. **(Less Than Significant Impact with Mitigation Incorporated)**

**c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

The existing noise levels at the noise-sensitive receptors located in the project vicinity exceed 55 dBA CNEL; therefore, a significant impact would occur if project-generated traffic increased levels by three dBA CNEL or more. Traffic noise levels from El Camino Real dominate the noise environment. In order for a three dBA increase to occur, traffic volumes would need to double. The project would not double the amount of development in the area, therefore it is assumed project-generated traffic would not result in an ambient noise increase of three dBA CNEL. For this reason, the project-generated traffic would result in a less than significant noise impact. **(Less Than Significant Impact)**

**d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Construction of the project would generate temporary or periodic increases in ambient noise levels in the project vicinity. Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours) when the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Construction activities for projects are typically carried out in stages. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and within stages, based on the amount of equipment in operation and the location at which the equipment is operating. The project construction is anticipated to occur over approximately 18 to 24 months, starting in March of 2018 and concluding in October 2019. Project construction would involve demolition of existing structures, site preparation work, construction of the residential buildings, and other site improvements. The hauling of excavated materials and construction materials would generate truck trips on local roadways as well.

Construction activities generate considerable amounts of noise, especially during demolition and construction of project infrastructure when heavy equipment is used. The highest maximum noise levels generated by project construction would typically range from about 90 to 95 dBA at a distance of 50 feet from the noise source. Typical hourly average construction generated noise levels are about 81 dBA to 88 dBA measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). The construction of the proposed project would temporarily increase noise levels in the immediate vicinity of the project site and would be audible at adjacent residences. Construction noise levels would exceed both the 60 dBA  $L_{eq}$  residential and 70 dBA  $L_{eq}$  commercial thresholds, as well as exceed the ambient noise environment by at least five dBA  $L_{eq}$  for a period exceeding one year. Construction of the project would result in a substantial temporary increase in ambient noise levels.

**Impact NOI-2:** Construction of the project would result in a substantial temporary increase in ambient noise levels at adjacent land uses. **(Significant Impact)**

**Mitigation Measure:** The project proposes to implement the following mitigation measure to reduce noise levels at adjacent land uses to a less than significant level:

**MM NOI-2.1:** The project shall implement the following construction best management practices:

- Construction activities shall be conducted in accordance with the provisions of the City's General Plan and City Code, which limits temporary construction work between the hours of 7:00 AM and 6:00 PM Monday through Friday and between 8:00 AM to 5:00 PM on Saturdays. Construction is prohibited on Sundays and all City-observed holidays.
- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a five dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
- Unnecessary idling of internal combustion engines shall be strictly prohibited.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. Any enclosure openings or venting shall face away from sensitive receptors.
- Construction staging areas shall be established at locations that shall create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling.
- Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby

residential land uses so that construction activities can be scheduled to minimize noise disturbance.

- Businesses, residences, and other noise-sensitive land uses adjacent to the construction site shall be notified of the construction schedule in writing. Designate a “construction liaison” that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.

The project, with the implementation of the above mitigation measure, would reduce construction-related noise impacts to a less than significant level by restricting the hours of construction, implementing measures that would reduce construction noise levels emanating from the site, and designating a construction liaison responsible for troubleshooting complaints about construction noise. **(Less Than Significant Impact with Mitigation Incorporated)**

**e,f) 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, will the project expose people residing or working in the project area to excessive noise levels? For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?**

The project site is not in the vicinity of a private airstrip. The project site is located 1.1 miles west of the Airport, and aircraft-related noise could occasionally be audible at the project site. The project site, however, is not located within the 65 dBA CNEL noise contour identified in the CLUP for the Airport and therefore, would not expose people residing or working in the project area to excessive noise levels. **(Less Than Significant Impact)**

## 4.13 POPULATION AND HOUSING

### 4.13.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

### 4.13.2 Impact Discussion

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

According to the California Department of Finance, the City had a population of approximately 123,983 residents as of January 2017.<sup>46</sup> Association of Bay Area Governments (ABAG) projects the City's population will increase to 156,500 by 2040.<sup>47</sup>

The project proposes to develop 54 townhouse units, resulting in approximately 147 new residents.<sup>48</sup> The redevelopment of the existing auto-oriented use on site to residential uses is planned for in the City's General Plan and is consistent with the site's existing General Plan land use designation of *Commercial Mixed-Use*. The project, therefore, would not result in population growth beyond what is planned in the City's General Plan. **(Less Than Significant Impact)**

**b,c) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

The project site does not contain existing housing; therefore, development of the project would not displace existing housing or residents. **(No Impact)**

<sup>46</sup> California Department of Finance. "E-5 City/County Population and Housing Estimates." May 2017. Accessed: August 18, 2017. Available at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>.

<sup>47</sup> Association of Bay Area Governments. *Plan Bay Area: Projections 2013*. December 2013.

<sup>48</sup> The number of new residents was estimated assuming 2.73 persons per household. Source: California Department of Finance. "E-5 City/County Population and Housing Estimates." May 2017. Accessed: August 18, 2017. Available at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>.



## 4.14 PUBLIC SERVICES

### 4.14.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
- Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
- Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
- Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
- Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
- Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

### 4.14.2 Impact Discussion

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

#### **Fire Protection**

Fire protection services are provided by the City of Santa Clara Fire Department (SCFD). The SCFD is comprised of approximately 137 sworn firefighters and over 20 volunteer/reserve firefighters.<sup>49</sup> Currently, the SCFD has 10 fire stations. The nearest station to the project site is Station #1 located at 777 Benton Street (approximately 0.5 miles southeast of the project site).

The project proposes to demolish the existing, approximately 28,000 square feet of auto-oriented uses on site and construct 54 townhouses. The project site is within the existing service area of SCFD and the project would be constructed to meet or exceed the provisions of the California Fire Code. For these reasons, it is not anticipated that the project would require new or expanded fire protection facilities or significantly impact SCFD performance standards. **(Less Than Significant Impact)**

<sup>49</sup> Chun, Frederick. Assistant Fire Marshal, City of Santa Clara. Personal Communication. January 8, 2018.

## Police Protection

Police protection services are provided by the Santa Clara Police Department (SCPD). The SCPD is divided into four divisions (Services, Field Operations, Investigations, and Special Operations) and has approximately 149 sworn officers and 67 civilians.<sup>50</sup> There are currently two police stations: the headquarters located at 601 El Camino Real (approximately 0.3 miles east of the project site) and a substation located at 3992 Rivermark Parkway (approximately three miles north of the project site).

The project site is within the existing service area of the SCPD and would be constructed in conformance with current codes and the project design would be reviewed by the SCPD to ensure that it incorporates appropriate safety features to minimize criminal activity. For these reasons, it is not anticipated that the project would require new or expanded police protection facilities or significantly impact SCFD performances standards. **(Less Than Significant Impact)**

## Schools

The project site is located within the Santa Clara Unified School District (SCUSD). Future students from the project site would attend Scott Lane Elementary School (approximately 0.5 miles northwest of the project site), Buchser Middle School (approximately 0.4 miles southeast of the project site), and Santa Clara High School (approximately one mile southwest of the project site). Table 4.14-1 summarizes the local schools future students from the project site would attend and the schools' current capacity and enrollment.

<b>Table 4.14-1: School Capacity and Enrollment</b>		
<b>School</b>	<b>Existing Capacity</b>	<b>Current Enrollment</b>
Scott Lane Elementary	480	394
Buchser Middle School	1,294	937
Santa Clara High School	1,954	2,032
Source: Healy, Michal. Director of Facility Development and Planning. Santa Clara Unified School District. Personal Communication. October 17, 2017.		

The project proposes 54 townhouses, which would generate new residents with school-aged children. Based on the SCUSD's student generation rate of 0.1487 elementary school students per single-family unit, 0.0653 middle school students per single-family unit, and 0.0922 high school students per single-family unit, the proposed project would generate approximately eight elementary school students, four middle school students, and five high school students.<sup>51</sup> As shown in Table 4.14-1, Scott Lane Elementary School and Buscher Middle School has capacity to accommodate project generated students, while Santa Clara High School is currently over capacity.

SCUSD is currently in the planning phase to construct a new elementary, middle, and high school on the former Agnews Development Center site in north San José. These schools will alleviate capacity concerns for Buchser Middle School and Santa Clara High School. SCUSD is anticipating additional

<sup>50</sup> City of Santa Clara. "Divisions." Accessed: October 17, 2017. Available at: <http://santaclaraca.gov/government/departments/police-department/about-us/divisions>.

<sup>51</sup> Ibid.

elementary schools will be needed north of 101, which would alleviate any future overcrowding for Scott Lane Elementary School.<sup>52</sup>

While SCUSD anticipates the need for additional school facilities in the future, the project's incremental increase of 17 new students does not alone warrant construction of new school facilities. As required by state law (Government Code Section 65996), the project proponent shall pay the appropriate school impact fees to SCUSD to offset the increased demands on school facilities caused by the project. The proposed project, in conformance with state law (Government Code Section 65996), would not result in significant impacts to local schools. **(Less Than Significant Impact)**

### **Parks**

The City of Santa Clara Parks and Recreation Department (Department) provides parks and recreational services in the City. The Department is responsible for maintaining and programming the various parks and recreation facilities, and works cooperatively with public agencies in coordinating all recreational activities within the City. Overall, as of November 2017, the Department maintains and operates Central Park (an approximately 45-acre community park), 28 neighborhood parks, five mini parks, public open space, recreational facilities and trails, and joint use facilities throughout the City, which total approximately 257 acres of improved parks and recreational facilities.<sup>53</sup>

Civic Center Park, a public open space, and Geof Goodfellow Sesquicentennial Park, a mini park, are nearby. The closest neighborhood park to the project site, Larry J. Marsalli Park, is within a 10 minute walk and includes such amenities as a lighted softball field and a children's playground.

Santa Clara City Code Chapter 17.35 requires new residential development to provide adequate park and recreational land and/or pay a fee in lieu of parkland dedication, pursuant to the State of California Quimby Act (Quimby) and/or the Mitigation Fee Act (MFA) to help mitigate the impacts of the new resident demand on existing parkland and recreational facilities. The City is meeting the standard of three acres per 1,000 residents per the Quimby provisions of the City Code and 2.53 acres per 1,000 residents per the MFA provisions of the City Code with regard to neighborhood parks.

Implementation of the proposed project would contribute to an increase in demand for parkland because the proposed project would add new residents to the City. The project includes a 2,000-square foot tot lot and shall pay a fee in-lieu of parkland dedication to mitigate the impacts of the new resident demand on existing parkland and recreational facilities. **(Less Than Significant Impact)**

### **Libraries**

Library services are provided by the Santa Clara City Library (SCCL). The City of Santa Clara is served by the Central Park Library located at 2635 Homestead Road (approximately three miles west of the site), Mission Library Family Reading Center located at 1098 Lexington Street (approximately

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<sup>52</sup> Healy, Michal. Director of Facility Development and Planning, Santa Clara Unified School District. Personal Communication. August 21, 2017

<sup>53</sup> Community parks are over fifteen acres, neighborhood parks are one to fifteen acres, and mini parks are typically less than one acre in size.

1.6 miles west of the site), and Northside Branch Library located at 695 Moreland Way (approximately 3.3 miles northeast of the site).

Implementation of the project would increase the City's population by approximately 147 people. The new residents in the City could increase demand on library facilities. The certified 2010-2035 General Plan Integrated Final EIR (General Plan EIR) concluded that buildout of the southern portion of the City (which includes the proposed development) would be sufficiently served by the Central Park Library.<sup>54</sup> The project, therefore, would not result in a substantial impact to library services or result in the need for new library facilities. **(Less Than Significant Impact)**

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<sup>54</sup> City of Santa Clara. *2010-2035 General Plan Integrated Final Environmental Impact Report*. SCH# 2008092005. January 2011.

## 4.15 RECREATION

### 4.15.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
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 will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

### 4.15.2 Impact Discussion

**a,b) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated? Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

As discussed in *Section 4.14 Public Services*, implementation of the proposed project would contribute to an increase in demand for parkland because the proposed project would add new residents to the City. The project includes a 2,000-square foot tot lot and shall pay a fee in-lieu of parkland dedication to mitigate the impacts of the new resident demand on existing parkland and recreational facilities. **(Less Than Significant Impact)**

## 4.16 TRANSPORTATION/TRAFFIC

### 4.16.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,20
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,32
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,23,24
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,20

#### 4.16.2 Impact Discussion

- a,f) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

#### **General Plan**

The project is subject to General Plan policies applicable to transportation/traffic including, but not limited to, the following listed below.

<b>Policies</b>	<b>Description</b>
Roadway Network Policies	
5.8.2-P9	Require all new development to provide streets and sidewalks that meet City goals and standards, including new development in employment areas.
5.8.3-P8	Require new development to include transit stop amenities, such as pedestrian pathways to stops, benches, traveler information and shelters.
5.8.3-P9	Require new development to incorporate reduced on-site parking and provide enhanced amenities, such as pedestrian links, benches and lighting, in order to encourage transit use and increase access to transit services.
Bicycle and Pedestrian Network Policies	
5.8.4-P6	Require new development to connect individual sites with existing and planned bicycle and pedestrian facilities, as well as with on-site and neighborhood amenities/services, to promote alternate modes of transportation.
5.8.4-P7	Require new development to provide sidewalks, street trees and lighting on both sides of all streets in accordance with City standards, including new developments in employment areas.
5.8.4-P8	Require new development and public facilities to provide improvements, such as sidewalks, landscaping and bicycling facilities, to promote pedestrian and bicycle use.
5.8.4-P9	Encourage pedestrian- and bicycle-oriented amenities, such as bicycle racks, benches, signalized mid-block crosswalks, and bus benches or enclosures.
5.8.4-P13	Promote pedestrian and bicycle safety through “best practices” or design guidelines for sidewalks, bicycle facilities, landscape strips and other buffers, as well as crosswalk design and placement.
Transportation Demand Management Policies	
5.8.5-P1	Require new development and City employees to implement transportation demand management programs that can include site-design measures, including preferred carpool and vanpool parking, enhanced pedestrian access, bicycle storage and recreational facilities.
El Camino Real Focus Area	
5.4.1-P16	Facilitate the implementation of streetscape improvements consistent with those illustrations in Figures 5.4-2 of the General Plan.

The project is consistent with the above General Plan policies by proposing residential uses at an infill site located near existing transit stops, fronting the proposed live/work units on to El Camino Real, replacing the existing sidewalk on Civic Center Drive with a minimum five-foot wide separated sidewalk and 4-foot wide landscape buffer strip, replacing the existing sidewalk on El Camino Real with a minimum 10-foot wide separated sidewalk and four-foot wide landscape buffer strip (which connects to an existing VTA Route 22 bus stop adjacent to the southeast corner of the project site on El Camino Real), locating parking in the back of the proposed buildings, providing linear open space that provides pedestrian connections between Civic Center Drive and El Camino Real, and proposing TDM measures (as detailed in *Section 3.0*). In addition, the project applicant shall coordinate with the City and VTA regarding potential improvements (e.g., bus shelter, bus pavement pad, passenger lighting, and real-time transit information) to the nearby bus stop and proposed landscaping and amount of red curb space adjacent to the bus stop.

### **Climate Action Plan**

The City's CAP specifies strategies and measures for the City to achieve its overall greenhouse gas emission reduction target. Applicable transportation-related CAP measures include, but are not limited to, the following listed below.

<b>Measures</b>	<b>Description</b>
6.1 Transportation Demand Management Program	Requires new developments greater than 25 housing units or more than 10,000 non-residential square feet to implement a VMT reduction strategy that reduces drive-alone trips. The City's 2013 CAP requires a minimum 20 percent reduction in VMT for community mixed-use development along the El Camino Real corridor.
6.2 Municipal Transportation Demand Management	Calls for the development and implementation of a TDM plan to encourage alternative modes of travel and reduce single-occupant vehicle use.

As discussed previously, the project proposes to implement a VMT reduction strategy to achieve a 20 percent reduction in project VMT, half of which (a 10 percent reduction) shall be achieved with TDM measures. The VMT reductions may be achieved through project design characteristics, land use, parking, access, and TDM best practices (e.g., unbundled parking, on-site bicycle parking, parking for car-sharing vehicles, and Eco Passes for residents).

Based on the above discussion, the proposed project would not conflict with the City's General Plan or Climate Action Plan. In addition, the project would not include any changes to adjacent roadways or intersections. Thus, the project would not decrease the performance or safety of transit, bicycle, or pedestrian facilities. A discussion of the project's consistency with the Congestion Management Program is provided below. **(Less Than Significant Impact)**

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

VTA is designated as Santa Clara County's Congestion Management Agency. According to the VTA Transportation Impact Analysis Guidelines, a transportation impact analysis is required when a



project generates 100 or more net new peak hour (AM or PM peak hour) trips.<sup>55</sup> As shown in table 4.16-1, the project (if developed) would result in a net decrease of 61 average daily trips and a net decrease of 30 AM peak hour trips and 33 PM peak hour trips compared to the existing auto-oriented uses on site, if fully occupied. Consistent with City practice, a credit for full occupancy of the existing development was given because of the historical operation of the buildings and because the existing buildings can be fully occupied at any time without further discretionary approvals. Because the project would generate fewer than 100 peak hour trips and would improve operations at the CMP intersections due to a negative project trip generation, it is assumed the project would have less than significant impacts on the roadway network. **(Less Than Significant Impact)**

<b>Table 4.16-1: Existing/Proposed Project Site Peak Hour Trip Table</b>												
	Units		Daily Average Rate	Daily Average Trips	AM Peak Hour				PM Peak Hour			
					Rate	In	Out	Total	Rate	In	Out	Total
<b>Existing Use: Automobile Parts and Service Center</b>	28	ksf	16.28	456	1.96	40	15	55	2.26	25	38	63
<b>Proposed Use: Residential Condominium / Townhouse</b>	54	units	7.32	395	0.46	6	19	25	0.56	19	11	30
<b>Net Project Trips</b>				-61		-34	+4	-30		-6	-27	-33
Note: ksf = thousand square feet Land Use Code: Automobile Parts and Service Center (943); Multifamily Housing (Low-Rise) (220) Source: Institute of Transportation Engineers. <i>Trip Generation Manual, 10<sup>th</sup> Edition</i> . 2017.												

**c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

As discussed previously in *Section 4.8 Hazards and Hazardous Materials*, the project site is located 1.1 miles west of the Airport. The project site is not located within the Airport's AIA or in any of the airport safety zones established in the CLUP.<sup>56,57</sup> The project site is located within the FAA's Notification Surface area. Any structure exceeding approximately 30 feet in height above ground on the proposed project site would require submittal to the FAA for airspace safety review. As the proposed project would have a maximum height of 41 feet, notification to the FAA is required. The project applicant shall file form FAA 7460-1 45 days prior to construction. FAA issuance of a "Determination of No Hazard" would ensure that the project would not be a potential aviation

<sup>55</sup> Santa Clara Valley Transportation Authority. *Transportation Impact Analysis Guidelines*. October 2014.

<sup>56</sup> Airport safety zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of the airport by imposing density and land use restrictions.

<sup>57</sup> Santa Clara County Airport Land Use Commission. *Norman Y. Mineta San José International Airport Comprehensive Land Use Plan*. May 25, 2011.

hazard. For this reason, the project would not result in a significant impact to air traffic patterns. **(Less Than Significant Impact)**

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

The project design does not include sharp curves or dangerous intersections that could result in safety hazards; nor does the project propose incompatible uses, such as farm equipment. The project proposes residential uses on site, which is consistent with the General Plan land use designation and would be compatible with the surrounding mix of land uses (which include residential uses to the north and south of the project site).

The project would be consistent with General Plan policies 5.4.1-P8 and 5.4.1-P11 by placing building frontages and prohibiting vehicular access on El Camino Real. The project would be accessible through two driveways on Civic Center Drive, connecting to a third internal driveway, forming a U-shaped loop. Site driveways and access point would be designed and constructed per City standards to ensure adequate site distance and configurations. For these reasons, the project would not substantially increase hazards due to a design feature or incompatible land use. **(Less Than Significant Impact)**

**e) Result in inadequate emergency access?**

The project would be accessible through two driveways on Civic Center Drive. These driveways shall be designed and constructed per City standards to ensure adequate emergency vehicle access and maneuvering. **(Less Than Significant Impact)**

## 4.17 UTILITIES AND SERVICE SYSTEMS

### 4.17.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,33
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,4
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,33
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,4,34
g) Comply with federal, state, and local statutes and regulations related to solid waste.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

### 4.17.2 Impact Discussion

#### a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

Pursuant to the federal Clean Water Act and California's Porter-Cologne Water Quality Act, the RWQCB regulates wastewater discharges to surface waters, such as San Francisco Bay, through the NPDES program. Wastewater permits contain specific requirements that limit the pollutants it discharges.

The City of Santa Clara Departments of Public Works and Water and Sewer Utilities are responsible for the wastewater collection system within the City. Wastewater is collected by sewer systems in Santa Clara and is conveyed by pipelines to the Regional Wastewater Facility (RWF) located in San

José. As required by RWQCB, the RWF monitors its wastewater to ensure that it meets all requirements. The RWQCB routinely inspects treatment facilities to ensure permit requirements are met.

Sewage from the proposed development would be treated at the RWF in accordance with the existing NPDES permit. It is not anticipated that sewage generated by the project would exceed wastewater treatment requirements of the RWQCB. **(Less than Significant Impact)**

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

This following discussion is based on a Sewer Capacity Analysis prepared by *Carlson, Barbee, & Gibson, Inc.* A copy of this report can be found in Appendix F of this Initial Study.

### **RWF Treatment Capacity**

RWF is currently operating under a 120 million gallons per day (mgd) dry weather effluent flow constraint. This requirement is based upon the SWRCB and the RWQCB concerns over the effects of additional freshwater discharges from RWF on the saltwater marsh habitat and pollutant loading to the Bay. Approximately 10 percent of the RWF's effluent is recycled for non-potable uses and the remainder flows into San Francisco Bay. The NPDES permit for RWF includes wastewater discharge requirements.

The City currently has a treatment allocation at RWF of approximately 24.2 mgd and has peak week dry weather flow of approximately 14.5 mgd.<sup>58</sup> The proposed project is estimated to generate 24,223 gpd (or 0.024 mgd).<sup>59</sup> The RWF, therefore, has sufficient capacity to treat the sewage generated by the proposed project. **(Less Than Significant Impact)**

### **Sanitary Sewer System Capacity**

The project proposes to connect to an existing six-inch sanitary sewer line in Civic Center Drive. The sewer line has a capacity of 0.53 cubic feet per second (cfs) and a City allowable capacity of 0.49 cfs (which is 92 percent of the pipe's actual capacity). Based on monitoring data, the pipe currently conveys 0.10 cfs of sewage. The project would result in a net sewage flow increase of approximately 0.04 cfs.<sup>60</sup> Given the pipe's design capacity (0.49 cfs) and the existing flow (0.10 cfs), the pipe has a remaining available capacity of 0.35 cfs, which is sufficient to accommodate project flows (0.04 cfs). In addition, the City has determined that the downstream sewer lines have sufficient capacity to convey the additional discharge from the proposed project.

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<sup>58</sup> Charfauros, Linda. Division Manager, City of San José Environmental Services Department. Personal Communication. September 22, 2017.

<sup>59</sup> Carlson, Barbee & Gibson, Inc. *Catalina – Sewer Flow Capacity Study*. August 28, 2017.

<sup>60</sup> Ibid.

In addition, the project proposes to relocate the existing 18-inch sanitary sewer line in El Camino Real further south into the public right-of-way. The relocation would allow the planting of new trees along the project site frontage on El Camino Real. The project would not discharge wastewater into this sanitary sewer line. Because this improvement would occur in the existing right-of-way, it is not anticipated the relocation of the 18-inch sewer line would result in significant impacts. For these reasons, the project would not result in significant sanitary sewer system impacts. **(Less Than Significant Impact)**

**c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

As discussed previously in *Section 4.9*, runoff from the project site currently flows into an 18-inch storm drain line in El Camino Real. The project would reduce the impervious area by 1,605 square feet from 79,200, to 77,595 square feet. The decrease in impervious surfaces would result in a decrease in surface runoff from the site. It is concluded, therefore, that the existing storm drainage system would have sufficient capacity to accommodate runoff from the project site. **(Less Than Significant Impact)**

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

Water is provided to the site by the City of Santa Clara Water Utility. The system consists of more than 335 miles of water mains, 26 active wells, and seven storage tanks with approximately 28 million gallons of water capacity.<sup>61</sup> Drinking water is provided by an underground aquifer (accessed by the City's wells) and by two wholesale water importers: the SCVWD (imported from the Sacramento-San Joaquin Delta) and the San Francisco Hetch-Hetchy System (imported from the Sierra Nevada). The three sources are used interchangeably or are blended together. A water recharge program administered by SCVWD from local reservoirs and imported Sacramento-San Joaquin Delta water enhances the dependability of the underground aquifer.

The project site is currently served by an eight-inch water line in Civic Center Drive. The project would be constructed in conformance with the 2016 Title 24 California Energy Code requirements, and the landscaping proposed on site would be drought tolerant and watered by high efficiency irrigation systems. It is estimated that the project would result in a net increase in water demand of approximately 24,636 gpd, compared to the existing use.<sup>62</sup>

According to the General Plan EIR, the City's Water Utility has determined there are sufficient water supplies to accommodate new development anticipated in the General Plan under normal and single critical dry year scenarios. This would include the proposed project. The City participates in regional water supply planning in coordination with its wholesale suppliers, the San Francisco Public Utilities Commission (SFPUC), the SCVWD, and South Bay Water Recycling. The City prepared an Urban Water Management Plan (UWMP) in coordination with these regional partner agencies. The General Plan EIR and the UWMP conclude that water supplies will be available through all but the driest years; however, in the event of a multiple dry year event and the loss of supply from the

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<sup>61</sup> City of Santa Clara. *Water Utility*. Accessed: January 29, 2018. Available at: <http://santaclaraca.gov/government/departments/water-sewer-utilities/water-utility>.

<sup>62</sup> Based on the general assumption that wastewater generated is 85 percent of a site's water use.

SFPUC, there is a projected shortfall of 0.6 percent in the year 2035.<sup>63</sup> The City plans to meet future demand growth by pumping additional groundwater in coordination with SCVWD, relying on more recycled water, and increased conservation. **(Less Than Significant Impact)**

**f,g) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Complies with federal, state, and local statutes and regulations related to solid waste?**

### **Landfill Capacity**

The Santa Clara County's Integrated Waste Management Plan (IWMP) was approved by the California Integrated Waste Management Board (CIWMB) in 1996 and has since been reviewed in 2004, 2007, and 2011. According to the IWMP, the County has adequate disposal capacity beyond 2026.<sup>64</sup> Solid waste generated within the County is landfilled at Guadalupe Mines, Kirby Canyon, Newby Island, Zanker Road Materials Processing Facility, and Zanker Road landfills.

It is estimated that the project would generate approximately 120 tons (or 480 cubic yards) of solid waste per year.<sup>65</sup> The City has a contract with Newby Island Sanitary Landfill (NISL) to provide disposal capacity through 2024. The City has not secured solid waste disposal capacity at a landfill beyond 2024. General Plan policies 5.1.1-P3 and 5.1.1-P21, however, require the City complete an assessment of infrastructure and utility demand (including solid waste disposal) to ensure adequate capacity and funding to implement the necessary improvements to support development. Secure, adequate solid waste disposal facilities to serve development must be identified.

According to the IWMP, the County has adequate disposal capacity beyond 2026 and as of January 2017, NISL has approximately 18 million cubic yards of remaining capacity. There is existing capacity at local landfills, including NISL, to accommodate project generated waste post 2024. For this reason, the project would be served by a landfill with sufficient permitted capacity. **(Less than Significant Impact)**

### **Waste Regulation**

The project shall comply with the City's Construction and Demolition Debris Recycling Program during the demolition and construction period. Operation of the project would comply with applicable federal, state, and local regulations and policies related to diversion of materials from disposal, then appropriate disposal of solid waste. **(Less Than Significant Impact)**

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<sup>63</sup> City of Santa Clara. *2010-2035 General Plan Integrated Final Environmental Impact Report*. SCH#2008092005. January 2011.

<sup>64</sup> Santa Clara County. *Five-Year CIWMP/RAIWMP Review Report*. May 2011.

<sup>65</sup> Sources: 1) CalRecycle. "Estimated Solid Waste Generation Rates." Accessed: October 26, 2017. Available at: <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>. 2) A common conversion factor used for municipal solid waste as it is collected and transported in compaction vehicles is 500 pounds/cubic yard (Lacaze, Skip. Personal communication with City of San José, Department of Environmental Services. June 3, 2013).

## 4.18 MANDATORY FINDINGS OF SIGNIFICANCE

### 4.18.1 Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a) Does the project 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-29
b) Does the project have impacts that are individually limited, but cumulatively considerable (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-29
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-29

### 4.18.2 Impact Discussion

- a) Does the project 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?**

As discussed in the individual environmental resource sections, the proposed project would not degrade the quality of the environment with implementation of identified mitigation measures. As discussed in *Section 4.4 Biological Resources*, the project would implement mitigation measure MM BIO-1 to avoid and/or reduce impacts to nesting birds (if present) to a less than significant level. While there is a potential for buried archaeological resources on site, implementation of mitigation measures MM CUL-1.1 and MM CUL-1.2 would avoid and/or reduce impacts to cultural resources (if present) to a less than significant level. **(Less Than Significant Impact with Mitigation Incorporated)**

**b) Does the project have impacts that are individually limited, but cumulatively considerable?**

Under Section 15065(a)(3) 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 potential environmental effects “that are individually limited, but cumulatively considerable.” As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” In addition, under Section 15152(f) of the CEQA Guidelines, where a lead agency has determined that a cumulative effect has been adequately addressed in a prior EIR, the effect is not treated as significant for purposes of later environmental review and need not be discussed in detail.

The project would not impact agricultural and forestry resources, geology and soils, mineral resources or the storm drain system; therefore, the project would not contribute to cumulative impacts to those resources. The project’s impacts to cultural resources and hazardous materials are specific to the site and, therefore, would not contribute to significant cumulative impacts to those resources. The project would generate fewer than 100 AM or PM peak hour trips and is, therefore, considered to have a less than significant project and cumulative impact on the roadway network.

The cumulative air quality, biological resources, greenhouse gas, hydrology and water quality, land use, traffic-related noise, population and housing, public services, recreation, and utilities and service systems (specifically water supply and landfill capacity) impacts from the buildout of the General Plan and cumulative projects (such as City Place) were disclosed in the certified General Plan EIR and City Place Santa Clara Project Final EIR.<sup>66</sup> Significant cumulative impacts were identified for air quality, biology, greenhouse gas, land use, noise, transportation/traffic, and utility and service systems in the General Plan and City Place EIRs. The project’s contribution to those significant cumulative impacts is not considered given the substantially greater contribution and impacts from larger cumulative projects such as City Place.

The project, in combination with cumulative projects in the immediate vicinity (including *Madison Place*, *2232 El Camino Real Residences*, and *1890 El Camino Real Project*) could result in cumulative aesthetic, construction-related air quality and noise, and sewer system capacity impacts. The project with other nearby cumulative projects (including *Madison Place*, *2232 El Camino Real Residences*, and *1890 El Camino Real Project*), would change the visual character of the area by redeveloping the auto-oriented uses with higher density residential mix uses, which is consistent with the General Plan’s vision to transform the El Camino Real Focus Area. For this reason, the project would not contribute to a significant, adverse cumulative aesthetic impact. Given the construction status and schedule for the cumulative projects in the area, it is unlikely that construction for other projects would overlap with construction of the proposed project. Therefore, it is unlikely the project would contribute to cumulative construction-related air quality and noise impacts. Given the existing capacity of the sewer line serving the project site, it is not anticipated the implementation of the cumulative projects would result in downstream sewer capacity issues.

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<sup>66</sup> City of Santa Clara. *City Place Santa Clara Project Draft Environmental Impact Report*. SCH# 2014072078. Certified June 2016. Pages 3.13-23 through 3.13-25.



Based on the above discussion, the project would not have a considerable contribution to a significant cumulative impact. **(Less Than Significant Impact)**

**c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

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 pollutants, geological hazards, hazardous materials, and noise. However, implementation of identified mitigation measures and conformance with existing regulations would reduce these impacts to a less than significant level. No other direct or indirect adverse effects on human beings are anticipated. **(Less Than Significant Impact with Mitigation Incorporated)**

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Giacometti, Edward. Bay Area Air Quality Management District, Air Quality Specialist.

Healy, Michal. Santa Clara Unified School District, Director of Facility Development and Planning.

Campbell, Robert. GeoSolve, Inc., Principal Engineering Geologist.

## **SECTION 6.0      LEAD AGENCY AND CONSULTANTS**

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### **6.1              LEAD AGENCY**

#### **City of Santa Clara**

Community Development Department

Andrew Crabtree, Director

Debby Fernandez, Project Planner

### **6.2              CONSULTANTS**

#### **David J. Powers & Associates, Inc.**

Environmental Consultants and Planners

Judy Shanley, Principal

Kristy Weis, Senior Project Manager

Amy Wang, Assistant Project Manager

Zach Dill, Graphic Artist

#### **Carey & Co., Inc.**

Historical Consultants

Hisashi (Bill) Sugaya, Senior Planner

#### **Carlson, Barbee & Gibson, Inc.**

Civil Engineers & Surveyors

Colt Alvernaz, Project Engineer

#### **GeoSolve, Inc.**

Hazardous Materials Consultant

Robert Campbell, Principal Engineering Geologist

#### **Holman & Associates**

Archaeological Consultants

Sunshine Psota, Senior Associate

#### **HortScience, Inc.**

Consulting Arborist

James R. Clark, Certified Arborist

#### **Illingworth & Rodkin, Inc.**

Air Quality Consultants

James Reyff, Principal

#### **Quantum Geotechnical, Inc.**

Geotechnical Consultants

Simon Makdessi, President

***DRAFT***  
**MITIGATION MONITORING OR REPORTING PROGRAM**

**Catalina Residential Development Project**

**CITY OF SANTA CLARA**

**April 2018**



# P R E F A C E

Section 21081 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring or Reporting Program whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the monitoring or reporting program is to ensure compliance with the mitigation measures during project implementation.

The Initial Study/Mitigated Negative Declaration (IS/MND) concluded that the implementation of the project could result in significant effects on the environment and mitigation measures were incorporated into the proposed project or are required as a condition of project approval. This Mitigation Monitoring or Reporting Program addresses those measures in terms of how and when they will be implemented.

This document does *not* discuss those subjects for which the IS/MND concluded that the impacts from implementation of the project would be less-than-significant.

**MITIGATION MONITORING OR REPORTING PROGRAM  
CATALINA RESIDENTIAL DEVELOPMENT PROJECT**

Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<b>AIR QUALITY</b>				
<b>Impact AIR-1:</b> The project would result in significant construction air pollutant emissions without the implementation of BAAQMD's standard construction BMPs	<b>MM AIR-1.1:</b> During any construction period ground disturbance, the project contractor shall implement the following BMPs: <ul style="list-style-type: none"> <li>• All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>• All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>• All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>• All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).</li> <li>• All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>• All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All</li> </ul>	During construction	Project applicant and contractors	Community Development Director

**MITIGATION MONITORING OR REPORTING PROGRAM  
CATALINA RESIDENTIAL DEVELOPMENT PROJECT**

Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <ul style="list-style-type: none"> <li>Post a publicly visible sign with the telephone number and person to contact at the construction firm 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.</li> </ul>			
<p><b>Impact AIR-2:</b> The construction of the proposed project would result in a significant health risk impact to nearby sensitive receptors.</p>	<p><b>MM AIR-2.1:</b> The project shall select construction equipment in one of the following methods to further reduce on-site DPM:</p> <ul style="list-style-type: none"> <li>All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent;</li> <li>Use of equipment that includes California Air Resource Board-certified Level 3 Diesel Particulate Filters;</li> <li>Use of alternatively-fueled equipment (i.e., non-diesel); or</li> <li>Other measures may be the use of added exhaust devices, or a combination of measures above that are approved by the City and demonstrated to reduce community risk impacts to a less than significant level.</li> </ul>	<p>During construction</p>	<p>Project applicant and contractors</p>	<p>Community Development Director</p>

**MITIGATION MONITORING OR REPORTING PROGRAM  
CATALINA RESIDENTIAL DEVELOPMENT PROJECT**

Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<b>BIOLOGICAL RESOURCES</b>				
<p><b>Impact BIO-1.1:</b> Project construction could impact nesting birds on or adjacent to the site, if present.</p>	<p><b>MM BIO-1:</b> Construction shall be schedule to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors, in the San Francisco Bay are extends from February 1 through August 31.</p> <p>If it is not possible to schedule construction and tree removal between September and January, then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests shall be disturbed during project implementation to ensure that no nests shall be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of grading, tree removal, or other demolition or construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August).</p> <p>During this survey, the ornithologist shall inspect all trees and other possible nesting habitats within and immediately adjacent to the construction area for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with CDFW, shall determine the extent of a construction-free buffer zone to be established around the nest to ensure that nests of bird species protected by the MBTA or Fish and Game code shall not be disturbed during project construction.</p>	Prior to issuance of demolition or grading permits	Project applicant and contractors	Community Development Director, CDFW

**MITIGATION MONITORING OR REPORTING PROGRAM  
CATALINA RESIDENTIAL DEVELOPMENT PROJECT**

<b>Impact</b>	<b>Mitigation</b>	<b>Timeframe for Implementation</b>	<b>Responsibility for Implementation</b>	<b>Oversight of Implementation</b>
<b>CULTURAL RESOURCES</b>				
<b>Impact CUL-1:</b> Unknown buried archaeological resources could be impacted during project construction.	<p><b>MM CUL-1.1:</b> In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Community Development Director will be notified, and a qualified archeologist shall examine the find and provide recommendations for further treatment, if warranted. Construction and potential impacts to the area(s) within a radius determined by the archaeologist shall not recommence until the assessment is complete.</p> <p><b>MM CUL-1.2:</b> In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) immediately. Once NAHC identifies the most likely descendants, the descendants shall make recommendations regarding proper burial, which shall be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.</p>	During all phases of ground-disturbing activities	Project applicant and contractors	Community Development Director, NAHC (for human remains)
<b>NOISE</b>				
<b>Impact NOI-1:</b> Nearby uses, including the existing single-family residence to the northeastern boundary	<b>MM NOI-1.1:</b> Prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or excavation using clam shell or chisel drops, within 20 feet of any adjacent building.	During construction	Project applicant and contractors	Community Development Director

**MITIGATION MONITORING OR REPORTING PROGRAM  
CATALINA RESIDENTIAL DEVELOPMENT PROJECT**

<b>Impact</b>	<b>Mitigation</b>	<b>Timeframe for Implementation</b>	<b>Responsibility for Implementation</b>	<b>Oversight of Implementation</b>
of the project site, could be exposed to construction related vibration in excess of the state limit of 0.3 in/sec PPV for buildings where structural damage is a concern.	<b>MM NOI-1.2:</b> Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.			
<b>Impact NOI-2:</b> Construction of the project would result in a substantial temporary increase in ambient noise levels at adjacent land uses.	<b>MM NOI-2.1:</b> The project shall implement the following construction best management practices: <ul style="list-style-type: none"> <li>Construction activities shall be conducted in accordance with the provisions of the City's General Plan and City Code, which limits temporary construction work between the hours of 7:00 AM and 6:00 PM Monday through Friday and between 8:00 AM to 5:00 PM on Saturdays. Construction is prohibited on Sundays and all City-observed holidays.</li> <li>Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a five dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and</li> </ul>	During construction	Project applicant and contractors	Community Development Director

	<p>receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.</p> <ul style="list-style-type: none"> <li>• Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.</li> <li>• Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.</li> <li>• Unnecessary idling of internal combustion engines shall be strictly prohibited.</li> <li>• Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. Any enclosure openings or venting shall face away from sensitive receptors.</li> <li>• Construction staging areas shall be established at locations that shall create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.</li> <li>• Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.</li> <li>• A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling.</li> <li>• Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.</li> <li>• The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for</li> </ul>			
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**MITIGATION MONITORING OR REPORTING PROGRAM  
CATALINA RESIDENTIAL DEVELOPMENT PROJECT**

<b>Impact</b>	<b>Mitigation</b>	<b>Timeframe for Implementation</b>	<b>Responsibility for Implementation</b>	<b>Oversight of Implementation</b>
	<p>coordination with nearby residential land uses so that construction activities can be scheduled to minimize noise disturbance.</p> <ul style="list-style-type: none"> <li>Businesses, residences, and other noise-sensitive land uses adjacent to the construction site shall be notified of the construction schedule in writing. Designate a “construction liaison” that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.</li> </ul>			



In addition to mitigation measures listed above, there are also conditions of approval the project shall implement, including the following:

<b>PROJECT CONDITIONS OF APPROVAL CATALINA RESIDENTIAL DEVELOPMENT PROJECT</b>			
<b>Conditions of Approval</b>	<b>Timeframe for Implementation</b>	<b>Responsibility for Implementation</b>	<b>Oversight of Implementation</b>
<b>HAZARDS AND HAZARDOUS MATERIALS</b>			
<p>The project is required to conform to the following regulatory programs and to implement the following measures to reduce hazards due to the presence of ACMs and/or lead-based paint:</p> <ul style="list-style-type: none"> <li>• In conformance with state and local laws, a visual inspection/pre-demolition survey, and possible sampling, shall be conducted prior to the demolition of on-site buildings to determine the presence of asbestos-containing materials and/or lead-based paint.</li> <li>• Prior to demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings would be disposed of at landfills that meet acceptance criteria for the waste being disposed.</li> <li>• All potentially friable ACMs shall be removed in accordance with NESHAP guidelines prior to any building demolition or renovation that may disturb the materials. All demolition activities will be undertaken in accordance with Cal/OSHA standards contained in Title 8 of CCR, Section 1529, to protect workers from exposure to asbestos.</li> <li>• A registered asbestos abatement contractor shall be retained to remove and dispose of ACMs identified in the asbestos survey performed for the site in accordance with the standards stated above.</li> </ul>	<p>Prior to issuance of demolition permits and during construction</p>	<p>Project applicant and contractors</p>	<p>Santa Clara Fire Department</p>

**PROJECT CONDITIONS OF APPROVAL  
CATALINA RESIDENTIAL DEVELOPMENT PROJECT**

Conditions of Approval	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<ul style="list-style-type: none"> <li>Materials containing more than one percent asbestos are also subject to BAAQMD regulations. Removal of materials containing more than one percent asbestos shall be completed in accordance with BAAQMD requirements.</li> </ul>			
<p>The following safeguards shall be implemented during grading activities at the project site:</p> <ul style="list-style-type: none"> <li>All equipment related to the hydraulic hoists and automotive wastes shall be removed prior to the issuance of grading permits. Removal activities shall be permitted and under the direction of the Santa Clara Fire Department (SCFD).</li> <li>After demolition of existing buildings onsite, additional soil-gas samples shall be collected from five feet bgs in the vicinity of the soil-gas sample that exceeded the residential ESL and analyzed for VOCs using U.S. EPA Method TO-15. If elevated concentrations of TCE and/or other VOCs are detected, a work plan shall be prepared and implemented to remove the contamination. The contaminated soil shall be disposed in accordance with disposal/accepting facility requirements. Additional assessment and mitigation of potential vapor intrusion risk shall also be completed and approved by an appropriate regulatory agency.</li> <li>The work shall be performed under the oversight of a regulatory agency, either by Santa Clara County Department of Environmental Health, California State Water Resource Control Board (SWRCB), or the Department of Toxic Substances Control, with copies of all documentation provided to the SCFD. Confirmation that the vapor intrusion risk has been adequately mitigated (if determined to be required) by the regulatory agency shall be received by the City prior to issuance of building occupancy permits.</li> <li>Soil technical staff shall be made aware that unknown USTs, buried debris, or other potential adverse environmental condition may be discovered on the property. If any one of these conditions is encountered, SCFD shall be notified and the specific condition appropriately remedied in accordance with the local, county, and state requirements.</li> </ul>	Prior to issuance of grading permits	Project applicant and contractors	<p>Santa Clara County Department of Environmental Health, SWRCB, or the Department of Toxic Substances Control (for clean-up of on-site contamination)</p> <p>SCFD (for removal of hydraulic hoists, automotive wastes, and unknown USTs)</p>

**PROJECT CONDITIONS OF APPROVAL  
CATALINA RESIDENTIAL DEVELOPMENT PROJECT**

Conditions of Approval	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<b>NOISE</b>			
<p>The following noise insulation features shall be incorporated into the proposed project to reduce interior noise levels to 45 dBA CNEL or less:</p> <ul style="list-style-type: none"> <li>• Provide a suitable form of forced-air mechanical ventilation, as determined by the City's building official, so that windows can be kept closed to control noise.</li> <li>• A qualified specialist shall prepare a detailed analysis of interior residential noise levels resulting from all exterior sources during the design phase pursuant to requirements set forth in the State Building Code. The study shall review the final site plan, building elevations, and floor plans prior to construction and recommend building treatments to reduce residential interior noise levels to 45 dBA CNEL or lower. Treatments would include, but are not limited to, Sound Transmission Class (STC) sound-rated windows and doors, sound-rated all and window constructions, acoustical caulking, protected ventilation openings, etc. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit.</li> </ul>	Prior to issuance of demolition or grading permits	Project applicant and contractors during all phases of construction	Community Development Director
<p>The project shall implement the following measure to reduce stationary noise sources at or below 55 dBA daytime noise limit and 50 dBA nighttime noise limit:</p> <ul style="list-style-type: none"> <li>• On-site mechanical equipment shall be selected and designed to reduce impacts to off-site uses to meet the City's daytime and nighttime noise limits. A qualified acoustical consultant shall be retained to review mechanical noise as these systems are selected to determine specific noise reduction measures necessary, if any, to reduce noise to comply with the City's noise level requirements. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and installation of</li> </ul>	Prior to issuance of demolition or grading permits	Project applicant and contractors during all phases of construction	Community Development Director

**PROJECT CONDITIONS OF APPROVAL  
CATALINA RESIDENTIAL DEVELOPMENT PROJECT**

<b>Conditions of Approval</b>	<b>Timeframe for Implementation</b>	<b>Responsibility for Implementation</b>	<b>Oversight of Implementation</b>
noise barriers, such as enclosures or parapet walls to block the line-of-sight between the noise source and the nearest receptors.			
<b>PUBLIC SERVICES &amp; RECREATION</b>			
Pay the City's fee in-lieu of parkland dedication	Prior to issuance of demolition or grading permits	Project applicant	Community Development Director
<b>Transportation/Traffic</b>			
Develop and implement a Vehicle Miles Traveled (VMT) Reduction Plan. The VMT Reduction Plan shall achieve a 20 percent reduction in project VMT, half of which (a 10 percent reduction) shall be achieved with Transportation Demand Management (TDM) measures. TDM best practices could include unbundled parking, on-site bicycle parking, parking for car-sharing vehicles, and Eco Passes for residents.	Prior to issuance of demolition or grading permits for developing the Plan, and annual reporting for implementation of the Plan.	Project applicant	Community Development Director, and Public Works Principal Transportation Planner
Coordinate with the City and VTA regarding potential improvements (e.g., bus shelter, bus pavement pad, passenger lighting, and real-time transit information) to the nearby bus stop and proposed landscaping and amount of red curb space adjacent to the bus stop.	Prior to issuance of demolition or grading permits	Project applicant	Community Development Director

**SOURCE:** City of Santa Clara, Final Initial Study, Catalina Residential Development Project, April 2018.

## Project Data

	Existing	Proposed
General Plan Designation	Medium Density Residential	Same
Zoning District	Thoroughfare Commercial (CT)	Planned Development (PD)
Land Use	Commercial	Residential
Lot Size	2.25 acres	2.23 acres
Commercial Square Footage (sf.)	Approximately 28,000 sf	0
Residential Units	0	54
Private Open Space	N/A	2,068 sf
Height	One-story	Three-stories (up to 41 feet)
Parking	Unknown	(108) garages (14) guest parking

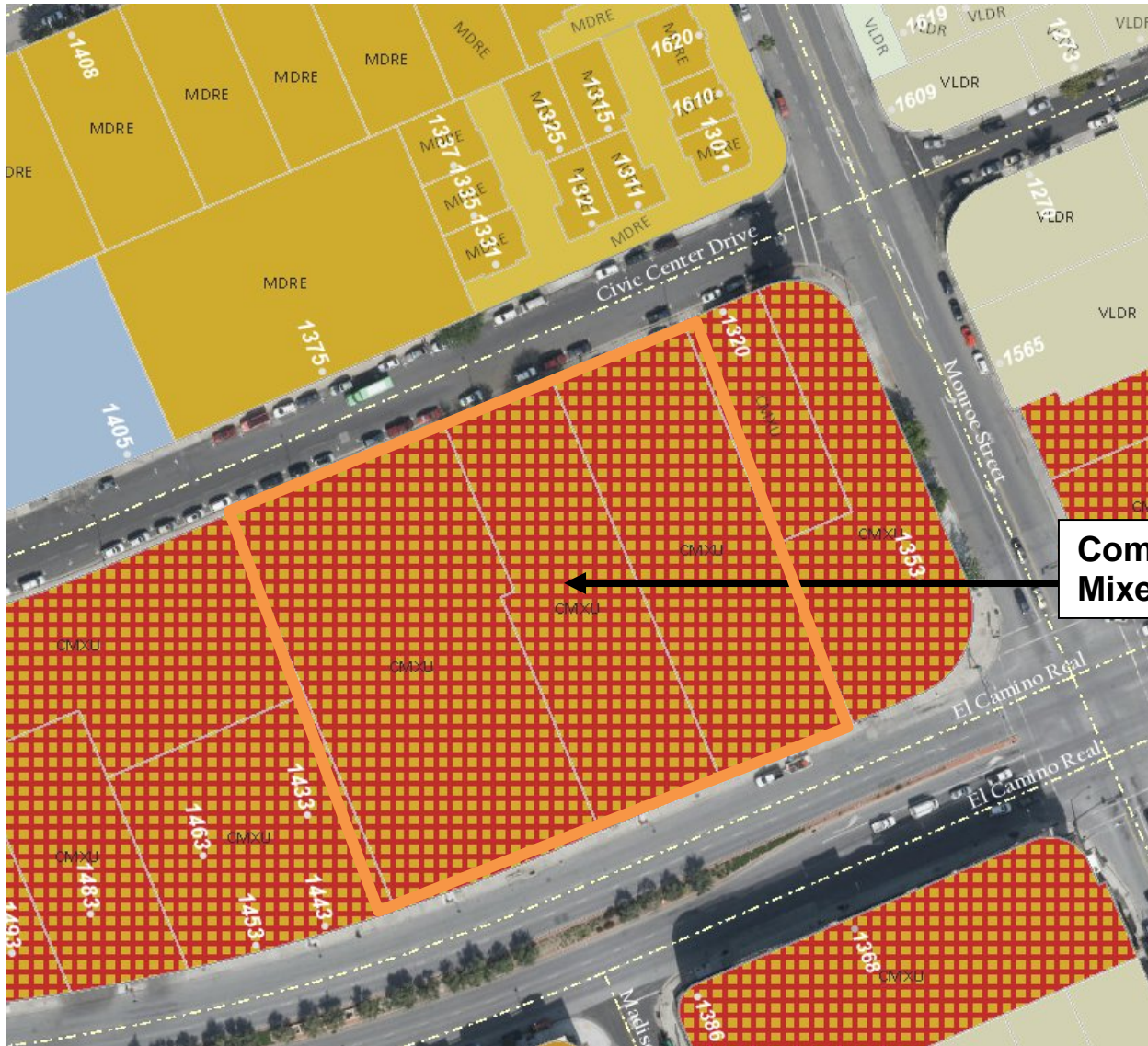
## Aerial Map





**Thoroughfare  
Commercial  
(CT)**

## General Plan Map



**Community  
Mixed Use**

To: Ms. Rebecca Bustos  
Associate Planner, Planning Division  
Community Development Department  
City of Santa Clara, California

From: Frank Fuller, Partner  
Heidi Sokolowsky, Partner  
Urban Field Studio

November 14, 2017 – D R A F T

**MEMORANDUM: Review of Proposed Design for the “Catalina” Development in the City of Santa Clara**

Urban Field Studio (UFS) has reviewed the design for the proposed “Catalina” development on El Camino Real in the City of Santa Clara. Heidi Sokolowsky and I have met with the developer team and City Planning staff to listen to a presentation of the proposed project design. In addition, we have received the following documents for architectural design review via email that describe the proposed design:

- Design package, 14 sheets excerpted from full design set, dated August 2017,
- 1 sheet of images, dated October 17, 2017,
- 1 sheet of site plan, dated October 17, 2017, and,
- Full design set of 41 sheets, dated August 2017 and received November 8, 2017.

The role of Urban Field Studio is to review the design of the proposed project and to give advice to the City of Santa Clara about the design. Prior to our evaluation, the project has been designed and submitted to the City in at least a Design Development form, so that since we are evaluating in the middle of the design process, our comments will have two parts: Design Issues and Design Recommendations. Issues of the proposed design will be general in nature and recommendations will be more specific. Issues about which we think we need to give advice to the City include the following:

Design Issues

*Affordable family housing for ownership:* It is hoped that these dwellings will help to fill a need for family housing that is affordable and able to be purchased. By building rather compact and efficient three bedroom townhouses, it should be a goal that these dwellings will be within the budgets for ownership by families of all kinds.



*The project and its context:* The design of the project needs to be understood within the context of its surroundings, including other proposed development nearby (if any), the block from Monroe Street to Lincoln Street (including Civic Center Park) and from the north side of Civic Center Drive to the south side of El Camino Real. Plans for the project need to show the larger context in order to understand the project within its surroundings.

*Linkages and relationships:* It is important that the project be connected for pedestrians and bicycles to the surroundings, including El Camino Real and Civic Center Drive. It appears that in the documents there are no gates preventing access to sidewalks and streets within the site, and it is understood that the streets will be privately owned.

*Public and private open space:* The amount of open space on the site is an issue, in terms of location, size, use, and access to all residents. The design of space for the use of residents needs to be larger, more central on the site and designed for active and passive uses; differently from than the spaces depicted on Sheet C-8. The C3 storm drainage retention, children's play areas, and gathering for outdoor activities for residents, all should be provided on the site.

*Orientation and livability of the dwellings:* Along the east and west property lines, given uses on adjacent properties, the dwelling units are very close to current and future development. On the west the row of Italian Cypress will help; however, on the east the dwellings are facing a neighboring house and the existing drive-through area of KFC.

*Children playing outside:* Since the dwellings have three bedrooms and will be for ownership, it can be assumed that families with children will occupy some of the units. The smaller children will play near the house wherever they can, in the private walkways and in the private streets on the site. Kitchens and other well-used rooms should have visibility to the outside to see the play areas; however, the dwelling unit plans show the kitchens in the middle of the dwelling on the second floor.

*Residential dwellings or live-work:* Live-work units are shown along the frontage of El Camino Real. Due to the set back and yards in front of the units, the small amount of parking with rear access from Civic Center Drive for commercial uses on site, and the residential nature of the architectural design, it seems that the site plan is better suited to all residential use.

*Architectural expression:* The townhouse buildings are shown as six buildings with rows of eight and nine dwellings in “Italian” and “Spanish” architectural styles. The length of the buildings, the articulation of dwellings, and the building color palettes should all be considered to give individuality to the townhouses and variety to the buildings.

*Parking spaces and access:* The site plan shows a very compact arrangement for townhouses with parking on grade. The private streets are tight, have two dead ends and large radii to accommodate fire and garbage trucks. The site would be more livable and manageable without the demand for commercial parking and with a few less dwellings to allow better movement and expanded amenities for the site.

*Streetscape & landscape:* El Camino Real and Civic Center Drive, as well as the private on-site streets, need to have careful attention paid to streetscape design, including planting and hardscape for the small spaces available. El Camino frontage seems fairly successful with setbacks, large trees, a wide sidewalk and on-street parking with permeable paving (as shown on C-3 and L-1). Civic Center Drive needs to be carefully considered with utilities along the frontage and against the dwellings, less of a setback, and curb cuts for driveways. The interior streets should have a couple additional feet of width to accommodate more significant planting along the rows of garage doors. In addition, it should be possible to vary the tree and shrub species in the front of the dwellings, even though the public streets are shown to have a consistent plant palette.

### Design Recommendations

It is our advice to the City that the following recommendations be required of the development team:

1. The development team should provide the City with a plan showing the buildings and property improvements of the neighboring properties to the east and west of the site. In addition, the development team should draw site section drawings of east-west and north-south cuts, in order to show the relationships of the buildings to the adjacent streets, properties, sidewalks, and storm water retention. The team also should complete elevations from the four sides of the project, North along Civic Center Drive, South along El Camino Real, and east and west. Currently there are no section drawings and the elevations are only of each building in isolation.

2. The elements of the site that are not softscape, bio-retention or buildings are indicated in plans and on Sheet L-2, Illustrative Images, and on the building elevation drawings. The Development team should show how the many walls, gates and hardscape areas will be designed and built. Walls are indicated around the yard of each dwelling and at perimeter walls with retention on the east and west property lines of the site.
3. At least two dwelling units should be removed from the plan in order to provide a usable and amenitized open space for the residents of the project to use, including children's play space. The dwellings could be removed from the southern end of one of the north-south buildings without substantial impact to the layout of building. Even if four dwellings were removed from the 53 units, 49/2.23 acres = 22 dwellings per acre, which is above the minimum of 19 dwellings per acre required by the City's General Plan.
4. The live-work dwelling units do not seem to be a valid solution for the use along El Camino Real. The articulation of the ground level facades of the buildings and the separation of the buildings from the street do not have a significant commercial presence. We recommend that the dwellings along El Camino Real be townhouses for residential use only and not live-work units.
5. Building materials and component samples, in addition to manufacturer's literature, should be provided to the City by the development team. Items to be included would be exterior finishes, walls and roofing, windows, doors, railings, exterior light fixtures, and other items that are of importance to the architecture of the project.
6. The elevations of each building, with eight and nine dwellings in a row, should be considered with more articulation for each dwelling or groups of dwellings. Perhaps the long roofline of each building could be interrupted with an element that connects dormers across the project and is evident on the facade. Another means would be to articulate a dwelling or pair of dwellings in either a symmetrical or non-symmetrical manner. Also, the color scheme of each building should be considered as a separate palette for both the "Italian" and "Spanish" styles.
7. The extra nine parking spaces (14 minus 5 required guest spaces) that are provided for the live-work units should be partially given to usable open space in conjunction with the

minimum of two dwellings removed for the residents' amenitized open space. The extra space could also assist with access and manoeuvrability at the dead ends of the interior street system.

8. The landscaping plan should have variety of tree species at the entry to each dwelling. Currently the Bloodgood Japanese Maple is shown in front of each dwelling for every building (the tree is not illustrated on sheet L-2). Trees are known to get diseases, so that in addition to a variety of tree color and canopy, varying the species protects against a disease eliminating the entry tree for all the townhouses.
9. Above ground utilities should be screened from view and from noise as much as possible on the site. In addition to providing quiet and attractive condensers in the yards of each dwelling, particular attention should be paid to the locations and visual simplicity of meters, backflow prevention devices and double check detectors along Civic Center Drive.

Cc: Andrew Crabtree, Community Development Director, City of Santa Clara  
Kevin Riley, Interim Planning Manager, City of Santa Clara  
Jane Lin, Partner, Urban Field Studio

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 AND THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE CATALINA RESIDENTIAL DEVELOPMENT PROJECT LOCATED AT 1375, 1385, AND 1399 EL CAMINO REAL, SANTA CLARA**

PLN2017-12726 (Rezone)  
CEQ2017-01045 (Mitigated Negative Declaration)

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

**WHEREAS**, on June 30, 2017, SCS Development (“Applicant”) filed an application for the 2.23 acre site located at 1375, 1385, and 1399 El Camino Real currently occupied by four, one-story commercial buildings totaling approximately 28,000 square feet of floor area and surface parking lots (“Project Site”);

**WHEREAS**, the Applicant applied to rezone the Project Site from Thoroughfare Commercial (CT) to Planned Development (PD) to allow a residential development consisting of 54 townhouse units, including 8 live-work units (“Project”) as shown on the Development Plans, attached hereto and incorporated herein by this reference;

**WHEREAS**, pursuant to the California Environmental Quality Act (CEQA), and the regulations implementing the Act, specifically 14 Cal. Code of Regs § 15070, this Project was determined after an Initial Study to 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 30-day public review period from February 23, 2018 to March 27, 2018;

**WHEREAS,** on May 2, 2018, the notice of public hearing for the May 9, 2018, Planning Commission meeting for this item was posted at least three conspicuous locations within 1,000 feet of the project site and was mailed to property owners within 1,000 foot radius; and

**WHEREAS,** on May 9, 2018, the Planning Commission held a duly noticed public hearing to consider the Project, MND, MMRP, and all pertinent information in the record during which the Planning Commission invited and considered any and all verbal and written testimony and evidence offered in favor of and in opposition to the Project.

**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 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.
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 recommends that the City Council find that the MND and MMRP 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 environmental resources, cumulative or otherwise, as the impacts as mitigated would fall within the environmental thresholds identified by CEQA.
5. That the Planning Commission hereby recommends that the City Council adopt the MND and MMRP for the Project as required by the CEQA Guidelines (14 Cal. Code of Regs. § 15074).

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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 REGULAR MEETING THEREOF HELD ON THE 9<sup>th</sup> DAY OF May, 2018, 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. Mitigated Negative Declaration (Previously Distributed)
2. Mitigation Monitoring and Reporting Program (MMRP)
3. Development Plans

I:\PLANNING\2017\Project Files Active\PLN2017-12726 1375 El Camino Real\PC\Attachment 3\_MND PC Recommendation Reso.doc

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA RECOMMENDING THAT THE CITY COUNCIL APPROVE A REZONING FROM THOROUGHFARE COMMERCIAL (CT) TO PLANNED DEVELOPMENT (PD) TO ALLOW A RESIDENTIAL DEVELOPMENT CONSISTING OF 54 TOWNHOUSE UNITS, INCLUDING 8 LIVE-WORK UNITS, AT 1375, 1385, AND 1399 EL CAMINO REAL, SANTA CLARA**

PLN2017-12726 (Rezone)  
CEQ2017-01045 (Mitigated Negative Declaration)

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

**WHEREAS**, on June 30, 2017, SCS Development (“Applicant”) filed an application for the 2.23 acre site located at 1375, 1385, and 1399 El Camino Real currently occupied by four, one-story commercial buildings totaling approximately 28,000 square feet of floor area and surface parking lots (“Project Site”);

**WHEREAS**, the Applicant applied to rezone the Project Site from Thoroughfare Commercial (CT) to Planned Development (PD) to allow a residential development consisting of 54 townhouse units, including 8 live-work units (“Project”) as shown on the Development Plans, attached hereto and incorporated herein by this reference;

**WHEREAS**, in conformance with CEQA, a Mitigated Negative Declaration (“MND”) was prepared for the Project, and was noticed and circulated for a 30-day public review period from February 23, 2018 to March 27, 2018, and on May 9, 2018, the Planning Commission recommended that the City Council adopt the MND;

**WHEREAS**, Santa Clara City Code (SCCC) Section 18.112.040 provides for the review and recommendation of the City’s Planning Commission of all rezoning requests before action is to be taken by the City Council;

**WHEREAS**, on May 2, 2018, the notice of public hearing for the May 9, 2018, Planning Commission meeting for this item was posted at least three conspicuous locations within 1,000



feet of the project site and was mailed to property owners within 1,000 foot radius and additional residential properties beyond 1,000 feet of the Project Site; and

**WHEREAS**, on May 9, 2018, the Planning Commission held a duly noticed public hearing to consider the Project, MND, MMRP, and all pertinent information in the record during which the Planning Commission invited and considered any and all verbal and written testimony and evidence offered in favor of and in opposition to the Project.

**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 the Planning Commission hereby recommends that the City Council rezone the Project Site from Thoroughfare Commercial (CT) to Planned Development (PD) to allow a residential development consisting of 54 townhouse units, including 8 live-work units, as shown on the attached exhibit Development Plans and conditioned as specified in the attached Conditions of Rezoning Approval, incorporated herein by this reference.

3. Pursuant to SCCC Code Section 18.112.010, the Planning Commission determines that the following findings exist in support of the rezoning:

A. The existing zoning is inappropriate or inequitable in that, the existing zoning for the Project Site does not allow residential development and creation of housing opportunities near the density range identified in the 2010-2035 General Plan. The Planned Development (PD) zoning would allow residential development, as well as 8 live-work units, to implement the General Plan's vision for the El Camino Real Focus Area better than the existing Commercial Thoroughfare (CT) zoning.

B. The proposed zone change will conserve property values, protect or improve the existing character and stability of the area in question, and will promote the orderly and beneficial development of such area, in that the proposal redevelops three underutilized

properties and visually improves the Project Site and surrounding neighborhood with physical and financial investment in the construction of a modern and aesthetically pleasing development with on-site parking, site improvements, landscaping, and streetscape enhancements.

C. The proposed zone change is required by public necessity, public convenience, or the general welfare of the City in that the proposed zone change provides residential development contemplated by the General Plan for the El Camino Real Focus Area that is designed to activate the streetscape, is pedestrian-oriented, supports public investments in existing and planned transit service along the El Camino Real transit corridor, and provides high quality homeownership opportunities to the City's housing stock.

D. The proposed zone change would allow imaginative planning and design concepts to be utilized that would otherwise be restricted in other zoning districts in that the proposed zone change would allow flexibility in the development standards to construct townhouses and live-work units that are compatible with existing and planned development within the El Camino Real Focus Area.

4. That based on the findings set forth in this resolution and the evidence in the City Staff Report, MND and MMRP, the Planning Commission hereby recommends that the City Council rezone the Project Site as set forth herein.

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5. 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 REGULAR MEETING THEREOF HELD ON THE 9th DAY OF MAY, 2018, 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. Conditions of Rezoning Approval
2. Development Plans

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**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE THE VESTING TENTATIVE MAP FOR THE PROPERTY LOCATED AT 1375, 1385, AND 1399 EL CAMINO REAL, SANTA CLARA, TO DIVIDE THE 2.23 ACRE PROJECT SITE INTO 10 LOTS.**

PLN2017-12726 (Rezone)  
PLN2017-12728 (Vesting Tentative Map)  
CEQ2017-01045 (Mitigated Negative Declaration)

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

**WHEREAS**, on June 30, 2017, SCS Development ("Applicant") filed an application for the 2.23 acre site located at 1375, 1385, and 1399 El Camino Real currently occupied by four, one-story commercial buildings totaling approximately 28,000 square feet of floor area and surface parking lots ("Project Site");

**WHEREAS**, the Applicant has simultaneously applied to rezone the Project Site from Thoroughfare Commercial (CT) to Planned Development (PD) to allow a residential development consisting of 54 townhouse units, including 8 live-work units ("Project") as shown on the Development Plans, attached hereto and incorporated herein by this reference;

**WHEREAS**, pursuant to the California Environmental Quality Act (CEQA), and the regulations implementing the Act, specifically 14 Cal. Code of Regs § 15070, this Project was determined after an Initial Study to 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**, pursuant to Section 17.05.300 of the Code of the City of Santa Clara ("SCCC"), a tentative parcel map shall be required for all divisions of land into five or more parcels;

**WHEREAS,** consistent with the proposed uses under the development plan, the proposal includes the division of the site into 10 parcels, as shown on Exhibit “Vesting Tentative Map” and attached hereto by this reference;

**WHEREAS,** on March 6, 2018, the Subdivision Committee determined that the application was complete and that the parcel map be reviewed by the Planning Commission and the City Council in conformance with Section 17.05.700 of the SCCC as a Vesting Tentative Map along with the project;

**WHEREAS,** Section 17.05.700 (d) of the SCCC requires that the City conduct a public hearing before considering the approval of a Vesting Tentative Parcel Map for the division of land;

**WHEREAS,** notice of the public hearing on the Vesting Tentative Parcel Map was published in the *Santa Clara Weekly*, a newspaper of general circulation for the City, on April 25, 2018;

**WHEREAS,** notices of the public hearing on the Vesting Tentative Parcel Map were posted at three locations, were mailed to all property owners within 1,000 feet of the Project Site and to selected additional residential properties beyond 1,000 feet of the Project Site;

**WHEREAS,** before considering the Vesting Tentative Map, the Planning Commission reviewed and considered the information contained in the Mitigated Negative Declaration (“MND”) for the Project and Mitigation Monitoring and Reporting Program, and found that the mitigation measures identified and incorporated into the Project and this Vesting Tentative Map, mitigate or avoid the significant environmental effects; and,

**WHEREAS,** the Planning Commission has reviewed the Vesting Tentative Map and conducted a public hearing on May 9, 2018, at which time all interested persons were given an opportunity to provide testimony and the Commission considered the information presented in the Staff Report, and all verbal and written evidence.

**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 this Resolution incorporates, and by this reference makes a part hereof, that certain Vesting Tentative Map, attached hereto as Exhibit "Vesting Tentative Map".

3. Tentative Map Findings. Pursuant to California Government Code Sections 66426 and 66428 and SCCC Section 17.05.300(g), the Planning Commission finds and determines that:

A. The Tentative Map is consistent with the objectives, policies, general land use and programs specified in the City's General Plan in that the proposed Vesting Tentative Map is to allow the development of a 54 townhouse units, including 8 live-work units, with associated parking, landscaping and site improvements. The project proposes a density of 24 dwelling unit per acre, consistent with the site's Community Mixed Use General Plan designation. The project is also consistent with the El Camino Real Focus Area policies.

B. The design and improvements of the proposed subdivision are consistent with the City's General Plan in that the Vesting Tentative Parcel Map is subject to the conditions set forth in Exhibit "Conditions of Approval - Map", attached hereto and incorporated by this reference.

C. The site is physically suitable for the proposed type of development in that the project is designed to provide high quality housing that is designed to be consistent with the on-going and proposed development along El Camino Real. Moreover, the project is designed to retain the contextual consistency of the corridor.

D. This site is physically suitable for the proposed density of development in that the Project Site is located in an urbanized area and allows for redevelopment consistent with the height, uses and development that are existing and planned in the surrounding area.

E. The design of the subdivision and type of improvements are not likely to cause serious health problems in that the site is surrounded by residential development and does not propose the use of hazardous chemicals or materials.

F. The design of the subdivision and type of improvements are not likely to cause substantial environmental damage and will not substantially or unavoidably injure fish or wildlife or their habitat in that the project is located in an urbanized setting, on a previously developed site, and includes mitigation measures, as identified in the Mitigated Negative Declaration, that reduce impacts to wildlife habitat to less-than-significant levels.

G. The design of the subdivision and type of improvements will not conflict with easements acquired by the public at large or use of property within the proposed subdivision in that, the project is designed to avoid encroachments and conflicts with public easements in the site design.

H. The Vesting Tentative Map provides, to the extent feasible, for future passive or natural heating or cooling opportunities, in that it would allow flexibility in the development standards to maximize the benefits of green building standards for site and building design.

4. Based on the findings set forth in this Resolution and the evidence in the Staff Report, MND, MMRP and such other evidence as received at the public hearings on this matter before the Planning Commission, the Planning Commission hereby recommends approval of the Vesting Tentative Map to the City Council, substantially in the form on file as shown in the "Vesting Tentative Map" attached hereto, subject to conditions of approval attached as "Conditions of Vesting Tentative Map Approval" and hereby incorporated by this reference.

5. Constitutionality, severability. If any section, subsection, sentence, clause, phrase, or word of this resolution is for any reason held by a court of competent jurisdiction to be unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of the resolution. The City of Santa Clara, California, hereby declares that it would have passed this resolution and each section, subsection, sentence, clause, phrase, and word thereof, irrespective of the fact that any one or more section(s), subsection(s), sentence(s), clause(s), phrase(s), or word(s) be declared invalid.

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 REGULAR MEETING THEREOF HELD ON THE 9<sup>th</sup> DAY OF MAY, 2018, 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. Vesting Tentative Parcel Map
2. Conditions of Vesting Tentative Parcel Map Approval
3. Mitigation Monitoring and Reporting Program

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## **CONDITIONS OF REZONING APPROVAL**

In addition to complying with all applicable codes, regulations, ordinances and resolutions, the following **conditions of approval** are recommended:

### **GENERAL**

- G1. 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.
- G2. Comply with all applicable codes, regulations, ordinances and resolutions.

### **ATTORNEY'S OFFICE**

- A1. 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**

- C1. Submit plans for final architectural review to the Planning Division for Architectural Committee review and approval prior to issuance of building permits. Said plans to include, but not be limited to: site plans, floor plans, elevations, landscaping, lighting, signage, and stormwater management plan.
- C2. The Developer must provide third party verification of the stormwater management plan for conformance with C3 requirements as part of the architectural submittal. Additional embellishments in the design will be required through the architectural review process that at minimum will include the addition of a roof cap and/or eaves to the six floor amenity buildings and vegetative or decorative screening of the parking garage on the north building elevation.
- C3. Submit complete landscape plans, including irrigation plan and composite utility and tree layout overlay plan, for Planning Department review and approval with installation of required landscaping prior to the issuance of occupancy and or final building permits. Landscape plan to include type and size of proposed trees. Type and size of tree replacement on project site shall be at the direction of the City Arborist and require Planning review and approval. Coordinate with the Street Department and City Arborist for the type, location, installation and maintenance of street trees fronting the project site along the public right-of-way. Installation of root barriers and super-soil may be required with the installation of trees where electric, water, and sewer utilities are in proximity.
- C4. The overlay plan is to show the location of all utilities, storm drains, catch basins, sewer mains, joint trenches, building footprints, driveways, walkways, and trees. Trees are required to be 10 feet from public water, storm and sewer facilities unless a City approved Tree Root Barrier (TRB) is used. If a City approved TRB is used the TRB must be a minimum of five feet from the public water, storm and sewer facility with the tree behind the TRB, and specified on the plan. Landscaping installation shall meet City water conservation criteria in a manner acceptable to the Director of Planning and Inspection.
- C5. Submit as-built on-site plans prepared by a registered civil engineer showing all utilities serving the subject property.
- C6. Obtain required permits and inspections from the Building Official and comply with the conditions thereof. As this project involves land area of one acre or more, the Developer shall file a Notice of Intent (NOI) with the State Water Resources Control Board prior to issuance of any building permit for grading, or construction; a copy of the NOI shall be sent to the City Building Inspection Division. A stormwater pollution prevention plan is also required with the NOI.

- C7. The Developer shall submit a truck hauling route for demolition, soil, debris and material removal, and construction to the Director of Community Development for review and approval prior to the issuance of demolition and building permits.
- C8. Construction activity not confined within a building shall be limited to the hours of 7:00 a.m. to 6:00 p.m. weekdays and not permitted on Saturdays, Sundays and State and federal holidays for projects within 500 feet of a residential use. Construction activity confined within a building 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 500 feet of a residential use, and prohibited on Sundays and State and federal holidays.
- C9. Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The applicant shall post a sign with contact information for the disturbance coordinator in a location clearly visible from the public right-of-way, for the duration of project construction. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.
- C10. Minor changes to individual homes, landscaping, or other minor plan elements would be subject to Planning Division review and approval of a Minor Adjustment to an approved project, or through Architectural Review, subject to the discretion of the Director of Community Development.
- C11. Project site landscaping shall be maintained in good condition throughout the life of the Project and no trees shall be removed without City review and approval. Trees permitted by the City for removal shall be replaced at a 2:1 ratio with 24-inch box specimen tree, or equal alternative as approved by the Director of Community Development.
- C12. The Developer shall provide not less than ten percent (10%) of the units to affordable households made available at affordable sales prices to extremely low, very low, low and moderate income households as long as the distribution of affordable units averages to a maximum of 100 percent Area Median Income. All prices are set in accordance with the City's Below Market Purchase (BMP) Program Policies and Procedures Manual (subject to updates and changes). Prior to issuance of Building Permits, the Developer shall enter into an Affordable Housing Agreement with the City that will determine the Affordable Sales Price, identify the actual units to be sold as Affordable Units, and apply all terms and covenants guaranteeing the prescribed affordability, to the satisfaction of the Director of Community Development.
- a. Residential ownership projects of fewer than ten (10) units may either provide an affordable unit or pay an in-lieu fee identified for residential ownership projects.
  - b. Also, where the calculation of affordable housing requirements described in this Section result in a fractional unit, the applicant shall either pay an In-Lieu Fee to the City Affordable Housing Fund or the development shall provide an additional unit to satisfy the requirement.
- C13. The in-lieu fee shall be due payment by the Developer to the City at the time when all designated BMP units have been sold. The in-lieu fee amount shall be equal to the difference between the unrestricted appraised market value ("Initial Market Value") and the Affordable Sales Price of one of the BMP units at completion, multiplied by the fractional unit. The Initial Market Value of the last BMP unit sold shall be the basis for calculating the in-lieu fee to be paid by Developer.
- C14. Developer shall submit to the City Covenants, Conditions and Restrictions (CC&R's) or equivalent instrument assigning and governing perpetual maintenance of the common lot/private street in good condition for the life of the Project, prior to issuance of building permits. Said document shall be recorded along with the Title for each property with the Santa Clara County Recorder's Office.
- C15. The Covenant, Conditions and Restrictions for this project shall include language that precludes exclusive storage use of the garage and obstruction of parking spaces in the garage by storage, and requires property owners to maintain garages for parking purposes.

- C16. Individual garbage and recycling containers shall be kept out of sight from the public right of way and private driveway until collection day.
- C17. Provide automatic garage door openers and roll-up garage doors.
- C18. Garages shall be accessible for two-car covered parking and labeled as such on the building permit plans.
- C19. Garages shall be wired to allow for electrical vehicle charging.
- C20. Applicant shall comply with all the construction and on-going mitigation measures described in the adopted Mitigation Monitoring and Reporting Program to the satisfaction of the Director of Community Development.

## **ENGINEERING**

- E1. Obtain site clearance through Engineering 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 Engineering 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 Engineering 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. Submit public improvement plans prepared in accordance with City Engineering Department procedures which provide for the installation of public improvements. Plans shall be prepared by a Registered Civil Engineer and approved by the City Engineer prior to approval and recordation of parcel map and/or issuance of building permits.
- E4. Developer shall provide a complete storm drain study for the 10-year and 100-year storm events. The grading plans shall include the overland release for the 100-year storm event and any localized flooding areas. System improvements, if needed, will be at developer's expense.
- E5. The sanitary sewer (SS) mains serving the site not included in the Sanitary Sewer Hydraulic Model along property's Civic Center frontage were monitored in the field by the developer. The field monitoring information along with the SS discharge information submitted by the developer were analyzed by developer's Civil Engineer and determined that said SS mains currently have enough conveyance capacity to accommodate the proposed development. The Civil Engineer's results may change based on pending development applications and future projects. The Civil Engineer's results do not guarantee or in any way reserve or hold SS conveyance capacity until the Developer has final approval for the project.
- E6. Relocate existing public Sanitary Sewer main along El Camino Real, as required, to provide sufficient clearance from proposed trees and existing and proposed utilities (8' min from utilities).
- E7. Abandoned sanitary sewer main shall be removed, and not abandoned in place.
- E8. Due to the close proximity of the existing water main to the proposed to be abandoned 18" storm drain (SD) main, the SD main may be abandoned in place by filling it with control density fill (CDF) and capping both ends with a wall of 6" thick Portland cement concrete.
- E9. After City Council approval of the Tentative Subdivision, submit 10 copies of the Final Map, prepared by a Licensed Land Surveyor or a Registered Civil Engineer with Land Surveyor privileges to the Engineering Department. The submittal shall include a title report, closure calculations, and all appropriate fees. The City approved Final Map shall be recorded by developer prior to building permit issuance.
- E10. File and record Final Map for proposed development and pay all appropriate fees prior to issuance of the Building Permit.
- E11. Sanitary sewer and storm drain mains and laterals shall be outside the drip line of mature trees or 10' clear of the tree trunk whichever is greater

- E12. Proposed trees shall be 5' minimum clear of sidewalks, excluding the landscape strip. Provide root barrier if trees are planted such that the drip line of the mature trees covers the sidewalk. Root barriers for sidewalk protection shall be 16' long or extend to drip line of the mature tree, whichever is greater, and be 1.5' deep, and centered on trees. Root barriers for curb and gutter protection shall be 16' long or extend to drip line of the mature tree, whichever is greater, and be 2' deep, and centered on trees.
- E13. Damaged curb, gutter, and sidewalk within the public right-of-way along property's frontage shall be repaired or replaced (to the nearest score mark) in a manner acceptable to the City Engineer or his designee. The extents of said repair or replacement within the property frontage shall be at the discretion of the City Engineer or his designee.
- E14. Slurry seal entire width of Civic Center Drive fronting the subject property.
- E15. Dedicate, as required on-site easements for new public utilities and/or sidewalk by means of a Subdivision Map or approved instrument at time of development.
- E16. File and record Subdivision Map for proposed development and pay all appropriate fees prior to Building Permit issuance.
- E17. All proposed on-site driveways and paths shall accommodate fire truck/engine turning template.
- E18. All traffic striping, messages, and symbols shall be thermoplastic.
- E19. Existing non-standard or non-ADA compliant frontage shall be replaced with current City-standard frontage improvements.
- E20. All proposed walkway, sidewalk, driveways, and curb ramps shall be ADA compliant.
- E21. Provide ADA compliant walkway connecting proposed buildings to public sidewalks.
- E22. Show and comply with City's driveway vision triangle requirements at proposed driveway. Visual obstructions over three feet in height will not be allowed within the driver's sight triangle near driveways and intersections in order to allow an unobstructed view of oncoming traffic. Contact Traffic Engineering at (408) 615-3000 for further information.
- E23. Provide minimum 5' wide sidewalk with 4' wide landscape strip along the Civic Center Drive frontage.
- E24. Provide minimum 10' wide separated sidewalk with 4' wide landscape strip along El Camino Real frontage.
- E25. Provide residential pedestrian access from both El Camino Real and Civic Center Drive frontages.
- E26. On-street parking shall not be counted towards on-site parking requirements.
- E27. Show existing T-markers (City street parking) on Civic Center Dr. Remove existing T-markers (on-City street parking) that will be in conflict with proposed driveways.
- E28. Provide loading/unloading zones on-site.
- E29. Provide space for trash pick-up on-site.
- E30. For the proposed townhome units, provide minimum of four (4) Class II bicycle parking spaces at the main entrance and/or high visible areas.

## **ELECTRICAL**

- EL1. Prior to submitting any project for Electric Department review, applicant shall provide a site plan showing all existing utilities, structures, easements and trees. Applicant shall also include a "Load Survey" form showing all current and proposed electric loads. A new customer with a load of 500KVA or greater or 100 residential units will have to fill out a "Service Investigation Form" and submit this form to the Electric Planning Department for review by the Electric Planning Engineer. Silicon Valley Power will do exact design of required substructures after plans are submitted for building permits.
- EL2. The Developer shall provide and install electric facilities per Santa Clara City Code chapter 17.15.210.
- EL3. Electric service shall be underground. See Electric Department Rules and Regulations for available services.
- EL4. Installation of underground facilities shall be in accordance with City of Santa Clara Electric Department standard UG-1000, latest version, and Santa Clara City Code chapter 17.15.050.

- EL5. Underground service entrance conduits and conductors shall be “privately” owned, maintained, and installed per City Building Inspection Division Codes. Electric meters and main disconnects shall be installed per Silicon Valley Power Standard MS-G7, Rev. The developer shall grant to the City, without cost, all easements and/or right of way necessary for serving the property of the developer and for the installation of utilities (Santa Clara City Code chapter 17.15.110).
- EL6. If the “legal description” (not “marketing description”) of the units is condominium or apartment, then all electric meters and services disconnects shall be grouped at one location, outside of the building or in a utility room accessible directly from the outside. If they are townhomes or single-family residences, then each unit shall have its own meter, located on the structure. A double hasp locking arrangement shall be provided on the main switchboard door(s). Utility room door(s) shall have a double hasp locking arrangement or a lock box shall be provided. Utility room door(s) shall not be alarmed.
- EL7. If transformer pads are required, City Electric Department requires an area of 17’ x 16’-2”, which is clear of all utilities, trees, walls, etc. This area includes a 5’-0” area away from the actual transformer pad. This area in front of the transformer may be reduced from a 8’-0” apron to a 3’-0”, providing the apron is back of a 5’-0” min. wide sidewalk. Transformer pad must be a minimum of 10’-0 from all doors and windows, and shall be located next to a level, drivable area that will support a large crane or truck.
- EL8. All trees, existing and proposed, shall be a minimum of five (5) feet from any existing or proposed Electric Department facilities. Existing trees in conflict will have to be removed. Trees shall not be planted in PUE’s or electric easements
- EL9. Any relocation of existing electric facilities shall be at Developer’s expense.
- EL10. Electric Load Increase fees may be applicable.
- EL11. The developer shall provide the City, in accordance with current City standards and specifications, all trenching, backfill, resurfacing, landscaping, conduit, junction boxes, vaults, street light foundations, equipment pads and subsurface housings required for power distribution, street lighting, and signal communication systems, as required by the City in the development of frontage and on-site property. Upon completion of improvements satisfactory to the City, the City shall accept the work. Developer shall further install at his cost the service facilities, consisting of service wires, cables, conductors, and associated equipment necessary to connect a customer to the electrical supply system of and by the City. After completion of the facilities installed by developer, the City shall furnish and install all cable, switches, street lighting poles, luminaries, transformers, meters, and other equipment that it deems necessary for the betterment of the system (Santa Clara City Code chapter 17.15.210 (2)).
- EL12. Electrical improvements (including underground electrical conduits along frontage of properties) may be required if any single non-residential private improvement valued at \$200,000 or more or any series of non-residential private improvements made within a three-year period valued at \$200,000 or more (Santa Clara City Code Title 17 Appendix A (Table III)).
- EL13. Non-Utility Generator equipment shall not operate in parallel with the electric utility, unless approved and reviewed by the Electric Engineering Division. All switching operations shall be “Open-Transition-Mode”, unless specifically authorized by SVP Electric Engineering Division. A Generating Facility Interconnection Application must be submitted with building permit plans. Review process may take several months depending on size and type of generator. No interconnection of a generation facility with SVP is allowed without written authorization from SVP Electric Engineering Division.
- EL14. Encroachment permits will not be signed off by Silicon Valley Power until Developers Work substructure construction drawing has been completed.
- EL15. All SVP-owned equipment is to be covered by an Underground Electric Easement (U.G.E.E.). This is different than a PUE. Only publically-owned dry utilities can be in a UGEE. Other facilities can be in a joint trench configuration with SVP, separated by a 1’ clearance, providing that they are constructed simultaneously with SVP facilities. See UG 1000 for details.

- EL16. Proper clearance must be maintained from all SVP facilities, including a 5' clearance from the outer wall of all conduits. This is in addition to any UGEE specified for the facilities. Contact SVP before making assumptions on any clearances for electric facilities.
- EL17. Transformers and Switch devices can only be located outdoors. These devices MAY be placed 5' from an outside building wall, provided that the building wall in that area meets specific requirements. (See UG 1000 document for specifics) EXAMPLE: If there are any doors, windows, vents, overhangs or other wall openings within 5' of the transformer, on either side, then the transformer MUST be 10' or more away from the building. These clearances are to be assumed to be clear horizontally 5' in either direction and vertically to the sky.
- EL18. All existing SVP facilities, onsite or offsite, are to remain unless specifically addressed by SVP personnel by separate document. It is the Developers responsibility to maintain all clearances from equipment and easements. Developer to contact SVP outside of the PCC process for clear definitions of these clearance requirements. Developer should not assume that SVP will be removing any existing facilities without detailed design drawings from SVP indicating potential removals. Simply indicating that SVP facilities are to be removed or relocated on conceptual plans does not imply that this action has been approved by SVP.
- EL19. SVP does not utilize any sub-surface (below grade) devices in its system. This includes transformers, switches, etc.
- EL20. All interior meter rooms are to have direct, outside access through only ONE door. Interior electric rooms must be enclosed in a dedicated electric room and cannot be in an open warehouse or office space.
- EL21. In the case of podium-style construction, all SVP facilities and conduit systems must be located on solid ground (aka "real dirt"), and cannot be supported on parking garage ceilings or placed on top of structures.
- EL22. Applicant is advised to contact SVP (CSC Electric Department) to obtain specific design and utility requirements that are required for building permit review/approval submittal. Please provide a site plan to Leonard Buttitta at 408-615-6620 to facilitate plan review.

## **WATER**

- W1. Prior to the issuance of Building Permits, the applicant shall provide documentation of water usage so the Water Division can verify the appropriate size of all proposed water meters. Please note that if the existing water services are incapable of supplying the water needs to the site, the existing services shall be abandoned and new separate dedicated water services shall be provided for each use (domestic and irrigation).
- W2. Prior to issuance of Building Permits, the applicant shall provide the profile section details for utilities crossing water, sewer, or reclaimed water mains to ensure a 12" minimum vertical clearance is maintained.
- W3. Applicant shall note that Caltrans has indicated that they will be paving El Camino Real from Lawrence Expressway to The Alameda in summer 2019. Applicant shall note that Caltrans may have a moratorium on pavement cuts after the pavement project.
- W4. The applicant must indicate the disposition of all existing water and sewer services and mains on the plans. If the existing services will not be used, then the applicant shall properly abandon these services to the main per Water & Sewer Utilities standards and install a new service to accommodate the water needs of the project.
- W5. The applicant shall submit a composite utility plan showing all utilities (including electrical) and landscaping (trees/shrubbery) so that the Water Department can verify conflicts for proposed water services. Note that all new water meters and backflow prevention devices shall be located behind the sidewalk in a landscape area.
- W6. Applicant shall adhere to and provide a note indicating all horizontal and vertical clearances. The applicant shall maintain a minimum 12" of vertical clearance at water service crossing with other utilities, and all required minimum horizontal clearances from water services: 10' from sanitary sewer utilities, 10' from recycled water utilities, 8' from storm drain utilities, 5' from fire and other water utilities, 3' from abandoned water services, 5' from gas utilities, and 5' from the edge of the propose or existing driveway. For sanitary sewer, water, and recycled water

utilities, the applicant shall maintain a minimum horizontal clearance of 10' from existing and proposed trees. If applicant installs tree root barriers, clearance from tree reduces to 5' (clearance must be from the edge of tree root barrier to edge of water facilities).

- The proposed storm drain and sanitary sewer relocation is too close to the water main. Prior to finalizing the utility relocation design, applicant shall coordinate with Water and Sewer Utilities so the required horizontal clearance between the mains can be confirmed.
- Applicant shall submit a utility section so staff may verify utility clearances

- W7. Prior to City's issuance of Building or Grading Permits, the applicant shall provide a dedicated water utility easement around the backflow prevention device onsite. The water utility easement for the water services and all other public water appurtenances shall be a minimum 15 feet wide and be adjacent to the public right-of-way without overlapping any public utility easement. Additionally, the applicant shall submit plans defining existing easements so Water Division can verify if there are any conflicts with proposed easements and water utilities.
- W8. The applicant shall bear the cost of any relocation or abandonment of existing water and sewer facilities required for project construction to the satisfaction of the Director of Water and Sewer Utilities.
- W9. Approved reduced pressure detector assembly device(s) are required on all fire services. The applicant shall submit plans showing existing and proposed fire service upgraded with reduced pressure detector assembly device, as per city standard 17, to the satisfaction of the Director of Water & Sewer Utilities.

## **POLICE**

- PD1. The property should be fenced off during demolition and construction as a safety barrier to the public and deterrent to theft and other crime. Consider not having any screening material on the fence so passing Police Patrol checks will be able to see into the site.
- PD2. Address numbers of the individual residential buildings shall be clearly visible from the street and shall be a minimum of six (6) inches in height and a color contrasting with the background material. Ideally, numbers would be illuminated during hours of darkness so first responders can easily identify the address. Individual apartment numbers shall be a minimum of six (6) inches in height and a color contrasting to the background material, and either visible from the street or from the center area of the project. Where multiple units/buildings occupy the same property, unit/building addresses shall be clearly visible. A monument sign, preferably at all dedicated entrances to the property, shall be prominently displayed, showing all unit/building numbers, addresses, etc. A map is recommended for large complexes with multiple streets or walkways.
- PD3. There shall be positioned near the entrance an illustrative diagram of the complex, which shows the location of the viewer and unit designations within the complex, including separate building designations. This diagram shall be illuminated and should be protected by vandal and weather resistant covers.
- PD4. Each distinct unit within the building shall have its address displayed on or directly above both front and rear doors.
- PD5. Landscaping should follow the National Institute of Crime Prevention standards. That standard describes bushes/shrubs not exceeding 2' in height at maturity, or maintained at that height, and the canopies of trees should not be lower than 6' in height. Hostile vegetation is encouraged along the fence and property lines and under vulnerable windows.
- PD6. Lighting for the project to be at the IES (Illuminating Engineering Society of North America) standards and include the features listed below:
- White light source
  - Full cut-off or shoebox design
  - Tamperproof Housings
  - Pedestrian Scale
  - Unbreakable exterior
  - Wall mounted lights/10' high

These features increase natural surveillance, support and/or enhance security camera capabilities, and increase Police Patrol effectiveness.

- PD7. Any required enclosure fencing (trash area, utility equipment, etc.) would preferably be see thru. If for aesthetic reasons prohibit that, the fencing should have a six (6) inch opening along the bottom for clear visibility. Any gates or access doors to these enclosures should be locked.
- PD8. If the development includes any benches, these benches should not be longer than 5 feet in length, and should have arm rests at both ends. If the benches are longer than 5 feet in length, there should be a divider (arm rest or similar) in the middle of the bench in addition to the arm rests on both ends. This helps prevent unlawful lodging and/or skateboarding. Another option to benches could be cubes, knee walls, or other creative types of seating possibilities.
- PD9. The developer should install skate stoppers on any low clearance wall of 36 inches in height or lower to prevent vandalism/damage to the wall from skateboarding or similar activities.
- PD10. All exterior doors should be adequately illuminated at all hours with their own light source.
- PD11. All construction of dwelling units shall conform to the requirements of the Uniform Building Security Code as adopted by the City of Santa Clara City Council.
- PD12. Exterior stairs shall be open style whenever structurally possibly, and should be well lit.
- PD13. It is highly desirable to design an elevator shaft and cab to be transparent, making occupants of the cab visible from the outside. All elevators should be well lit and equipped with a security mirror to provide interior & exterior visibility prior to entry or exit.
- PD14. Consider convex mirrors for elevator cabs and at stairwell landings in order to enhance natural surveillance for the user of the elevator.
- PD15. Other line of sight obstructions (including recessed doorways, alcoves, etc.) should be avoided on building exterior walls and interior hallways.
- PD16. The developer shall meet the City of Santa Clara's guidelines established for radio signal penetration, detailed in the Communications Department's Public Safety Radio System Building Penetration Guidelines. The intended use of telecommunications sites shall be clearly and accurately stated in the use permit. The signal, of whatever nature, of any communications facility or system, shall in no way whatsoever interfere with or affect any police communication or police communication system.
- PD17. Public Safety Radio Systems Penetration Guidelines have been established by the city of Santa Clara Communications Department for radio signal penetration during emergencies. The developer is advised that the project may be required to install equipment for adequate radio coverage for the City Of Santa Clara Radio communications System, including but not limited to Police & Fire emergency services. The developer should contact the director of communications at (408) 615-5571. (for high rises)
- PD18. When in the opinion of the fire code official, a new structure obstructs the line of sight of emergency radio communications to existing buildings or to any other locations, the developer of the structure shall provide and install the radio retransmission equipment necessary to restore communications capabilities. The equipment shall be located in an approved space or area within the new structure.
- PD19. The parking structure/site should be equipped with a centrally located emergency panic alarm system that reports to a central office. If more than one button/call station is installed, the emergency system should always be in visual distance from another emergency call station.
- PD20. "White" light meeting the IES standard should be considered. There should be no "dark" areas inside the structure.
- PD21. The interior of the parking structure should be painted a light, highly reflective color. This increases the natural lighting available and can help prevent dark areas that attract criminal activity.
- PD22. All entrances to the parking areas (structure, surface, subterranean, etc.) shall be posted with appropriate signage to discourage trespassing, unauthorized parking, etc. (See California Vehicle Code section 22658(a) for guidance).



- PD23. Alcoves and other visual obstructions that might constitute a hiding place should be eliminated whenever structurally possible. Pillars, columns, and other open construction should be considered over a solid wall design.
- PD24. Consider storage, maintenance, and trash rooms within the parking garage having doors which cannot be locked from the inside and that close and lock quickly and automatically upon exit.
- PD25. A Coded Entry System is required for police access to enclosed parking lots and gated communities.
- PD26. All business or commercial establishments, of whatever nature, should have an electronic intruder alarm system installed. The system should cover the interior and perimeter of structures determined to be a value target. Also, consideration should be given to exterior areas that are or contain value targets, such as a product display lot, company vehicle parking area, etc.
- PD27. The installation and use of interior and exterior security cameras and recording devices is highly encouraged.
- PD28. For each individual address (unit, suite, etc.), phone company records (specifically '911' patch) shall reflect the actual address the phone is located.

## **FIRE**

- F1. Prior to issuance of "any" Building Permit, Phase II environmental testing of the site is required, and the testing results shall be submitted to our Office for review.
- F2. Prior to Building Permit Issuance, provide documentation that the minimum required fire-flow for the building based on the construction type and square footage in accordance with the California Fire Code, Appendix B, Table B105.1 can be met.
- F3. Prior to Building Permit Issuance, schematic plans for the underground fire services shall be incorporated into the civil plans (i.e., public fire hydrants, private fire hydrants, underground fire service(s), etc.)
- F4. Prior to the issuance of the Building Permit, schematic plans for the emergency vehicle apparatus access roads are required to be incorporated into the civil plans. Roadways shall comply with all of the following requirements, or an alternative materials or methods must be approved:
- a) Plans must show that all portions of an exterior wall of the first story of the building is located not more than 150 feet from fire apparatus access as measured by an approved route around the exterior of the building.
  - b) Plans must show that aerial apparatus access roadways have a "minimum" width of 26 feet. Aerial access roadways shall be located a minimum of 15 feet and a maximum of 30 feet from the protected building, and positioned parallel to one entire sides of the building. The side of the building shall be approved by the Fire Prevention and Hazardous Materials Division.
  - c) Plan must show that roadways have a "minimum" unobstructed vertical clearance of not less than 13 feet 6 inches.
  - d) Plan must show that roadways are designed to support a gross vehicle weight of 75,000- pounds.
  - e) Plans must show roadways have a "minimum" inside turning radius of 36 feet.
  - f) Traffic calming devices are not permitted on any designated fire access roadway, unless approved.
- F5. Prior to Building Permit Issuance, construction details must be incorporated into the building permit set for emergency escape and rescue windows in compliance with California Fire Code Section 1030. The location, dimension, and detail for the pathways shall be incorporated into the Building Permit Set.
- F6. NOTE: Where all-weather pathway/surfaces such as concrete, asphalt or pavers are installed and engineered to support a minimum of 1000 pound load, ladder pads will not be required provided that ladder set-up shall not be obstructed by architectural features, trees, or landscaping and the extended ladder angle of inclination is at least 70° and no great than 76°

from horizontal. Please refer to SCFD Emergency Escape & Rescue Window/Ladder Pad Standard.

- F7. Prior to the Start of Construction, fire protection water supplies shall be installed and made serviceable prior to the time of construction or prior to combustible materials being moved onsite, unless an approved alternative method of protection is approved.
- F8. Fire Department Connections (FDCs) shall be located on the same street as the building's street address.

## **STREETS**

### **SOLID WASTE**

- ST1. Applicant to comply with City Code Section 8.25.285 and recycle or divert at least fifty percent (50%) of materials generated for discards by the project during demolition and construction activities. No building, demolition or site development permit shall be issued unless and until applicant has submitted a construction and demolition debris materials check-off list. After completion of project, applicant shall submit a construction and demolition debris recycling report as stipulated by ordinance, or be subject to monetary, civil, and/or criminal penalties. This may be done through our online tracking tool at <http://santaclara.wastetracking.com/>.
- ST2. In the event of new zoning designation, project proponents shall contact the Street Division at 408-615-3080 to verify if property falls within exclusive franchise area. If so, this may result in having to use the City's exclusive franchise hauler and rate structure for solid waste services.
- ST3. Garbage collection trucks shall be provided a minimum outside turning radius of 40 feet and vertical clearances of 14.5 feet in drive mode and 20 feet in service mode.

### **STORMWATER**

- ST4. Stormwater Control Measures shall be inspected during construction for conformance to plans by a qualified 3rd party consultant from the SCVURPPP List of Qualified Consultants. A copy of the consultant's approval letter shall be provided to the Public Works Department, Street Division.
- ST5. Property owners shall enter into an Inspection and Maintenance (I&M) Agreement with the City for all installed Stormwater Control Measures in perpetuity. For this project the low-flow stormwater pump shall be included in the Agreement, as its function is critical to the success of the project. Applicants shall contact Karin Hickey at 408-615-3097 or [KaHickey@santaclaraca.gov](mailto:KaHickey@santaclaraca.gov) to complete the agreement. The most recent version of the I&M Agreement can be found on the City's website at <http://santaclaraca.gov/government/departments/public-works/environmental-programs/urban-runoff-pollution-prevention/stormwater-resources>
- ST6. Since this project involves disturbing a land area of one-acre or more, the Developer shall file a Notice of Intent (NOI) with the State Water Resources Control Board for coverage under the State Construction General Permit (Order No. 2009-0009-DWQ) prior to issuance of any building permit for grading, or construction; a copy of the NOI shall be sent to the City Building Inspection Division. A stormwater pollution prevention plan (SWPPP) is also required with the NOI, and active projects will be inspected by the City once a month during the wet season (October - April).
- ST7. Incorporate Best Management Practices (BMPs) into construction plans and incorporate post construction water runoff measures into project plans in accordance with the City's Urban Runoff Pollution Prevention Program standards prior to the issuance of permits. Proposed BMPs shall be submitted to and thereafter reviewed and approved by the Planning Division and the Building Inspection Division for incorporation into construction drawings and specifications.
- ST8. Self-treating areas (conserved natural spaces, landscaped areas such as parks or lawns, green roofs, and areas paved with turf block) may discharge directly to the storm drain system provided that they do not receive runoff from any adjacent impervious areas. If runoff from a self-treating area co-mingles with the C.3.d amount of runoff from impervious areas, then the stormwater treatment measure shall be hydraulically sized to treat runoff from both the self-treating area and the impervious areas.

- ST9. Developer shall install an appropriate stormwater pollution prevention message such as “No dumping – flows to bay” on any storm drains on private property upon construction.

### **PARKS AND RECREATION**

- PR1. 17.35.020(a), for subdivisions containing more than fifty (50) parcels, condominium developments of more than fifty (50) dwelling units, and residential developments not including a subdivision, the City may impose a parkland dedication requirement, a fee in-lieu of such dedication, or a combination of the two.
- PR2. 17.35.80(a), the Director of Parks and Recreation shall determine the conditions necessary to comply with the requirements for parkland dedication or fees in-lieu thereof as set forth in Chapter 17.35 and said conditions shall be proposed to the Approving Authority as conditions of approval for the project.
- PR3. Review City Code Chapter 17.35 in its entirety for complete details about the Ordinance.
- PR4. The closest neighborhood park to the Project is Larry J. Marsalli Park. Civic Center Park is not a neighborhood park, it is Public Open Space. Quimby fees are to be used for the purpose of developing new or rehabilitating existing neighborhood or community park or recreational facilities.

### **SUMMARY**

Initial calculations may change if the Project dedicates parkland, if the Project is eligible for credit, if the number of units and/or the number of bedrooms changes, if fees change prior to Project approval, if any areas do not conform to the Ordinance and City Code Chapter 17.35, and/or if City Council makes changes:

- Quimby Act provisions of 17.35:
- Equivalent fee due in lieu of parkland dedication: \$1,326,618.
- Potential Credits: \$0
- Dwelling Unit Tax Due: \$1,350.

## CONDITIONS OF TENTATIVE MAP APPROVAL

In addition to complying with all applicable codes, regulations, ordinances and resolutions, the following **conditions of approval** are recommended:

### **COMMUNITY DEVELOPMENT**

- C1. Submit plans for final architectural review to the Planning Division for Architectural Committee review and approval prior to issuance of building permits. Said plans to include, but not be limited to: site plans, floor plans, elevations, landscaping, lighting, signage, and stormwater management plan.

### **ENGINEERING**

- E1. Obtain site clearance through Engineering 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 Engineering 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 Engineering 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. Submit public improvement plans prepared in accordance with City Engineering Department procedures which provide for the installation of public improvements. Plans shall be prepared by a Registered Civil Engineer and approved by the City Engineer prior to approval and recordation of parcel map and/or issuance of building permits.
- E4. Developer shall provide a complete storm drain study for the 10-year and 100-year storm events. The grading plans shall include the overland release for the 100-year storm event and any localized flooding areas. System improvements, if needed, will be at developer's expense.
- E5. The sanitary sewer (SS) mains serving the site not included in the Sanitary Sewer Hydraulic Model along property's Civic Center frontage were monitored in the field by the developer. The field monitoring information along with the SS discharge information submitted by the developer were analyzed by developer's Civil Engineer and determined that said SS mains currently have enough conveyance capacity to accommodate the proposed development. The Civil Engineer's results may change based on pending development applications and future projects. The Civil Engineer's results do not guarantee or in any way reserve or hold SS conveyance capacity until the Developer has final approval for the project.
- E6. Relocate existing public Sanitary Sewer main along El Camino Real, as required, to provide sufficient clearance from proposed trees and existing and proposed utilities (8' min from utilities).
- E7. Abandoned sanitary sewer main shall be removed, and not abandoned in place.
- E8. Due to the close proximity of the existing water main to the proposed to be abandoned 18" storm drain (SD) main, the SD main may be abandoned in place by filling it with control density fill (CDF) and capping both ends with a wall of 6" thick Portland cement concrete.
- E9. After City Council approval of the Tentative Subdivision, submit 10 copies of the Final Map, prepared by a Licensed Land Surveyor or a Registered Civil Engineer with Land Surveyor privileges to the Engineering Department. The submittal shall include a title report, closure calculations, and all appropriate fees. The City approved Final Map shall be recorded by developer prior to building permit issuance.
- E10. File and record Final Map for proposed development and pay all appropriate fees prior to issuance of the Building Permit.
- E11. Sanitary sewer and storm drain mains and laterals shall be outside the drip line of mature trees or 10' clear of the tree trunk whichever is greater

- E12. Proposed trees shall be 5' minimum clear of sidewalks, excluding the landscape strip. Provide root barrier if trees are planted such that the drip line of the mature trees covers the sidewalk. Root barriers for sidewalk protection shall be 16' long or extend to drip line of the mature tree, whichever is greater, and be 1.5' deep, and centered on trees. Root barriers for curb and gutter protection shall be 16' long or extend to drip line of the mature tree, whichever is greater, and be 2' deep, and centered on trees.
- E13. Damaged curb, gutter, and sidewalk within the public right-of-way along property's frontage shall be repaired or replaced (to the nearest score mark) in a manner acceptable to the City Engineer or his designee. The extents of said repair or replacement within the property frontage shall be at the discretion of the City Engineer or his designee.
- E14. Slurry seal entire width of Civic Center Drive fronting the subject property.
- E15. Dedicate, as required on-site easements for new public utilities and/or sidewalk by means of a Subdivision Map or approved instrument at time of development.
- E16. File and record Subdivision Map for proposed development and pay all appropriate fees prior to Building Permit issuance.
- E17. All proposed on-site driveways and paths shall accommodate fire truck/engine turning template.
- E18. All traffic striping, messages, and symbols shall be thermoplastic.
- E19. Existing non-standard or non-ADA compliant frontage shall be replaced with current City-standard frontage improvements.
- E20. All proposed walkway, sidewalk, driveways, and curb ramps shall be ADA compliant.
- E21. Provide ADA compliant walkway connecting proposed buildings to public sidewalks.
- E22. Show and comply with City's driveway vision triangle requirements at proposed driveway. Visual obstructions over three feet in height will not be allowed within the driver's sight triangle near driveways and intersections in order to allow an unobstructed view of oncoming traffic. Contact Traffic Engineering at (408) 615-3000 for further information.
- E23. Provide minimum 5' wide sidewalk with 4' wide landscape strip along the Civic Center Drive frontage.
- E24. Provide minimum 10' wide separated sidewalk with 4' wide landscape strip along El Camino Real frontage.
- E25. Provide residential pedestrian access from both El Camino Real and Civic Center Drive frontages.
- E26. On-street parking shall not be counted towards on-site parking requirements.
- E27. Show existing T-markers (City street parking) on Civic Center Dr. Remove existing T-markers (on-City street parking) that will be in conflict with proposed driveways.

I:\PLANNING\2017\Project Files Active\PLN2017-12726 1375 El Camino Real\PC\Attachment 6\_Rezoning Project Conditions.doc



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COVER SHEET - SHEET INDEX

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DEVELOPER

SCS DEVELOPMENT COMPANY  
404 SARATOGA AVENUE, SUITE 100  
SANTA CLARA, CA 95050  
(408) 985-6022  
CONTACT: CORY KUSICH

CIVIL ENGINEER

CARLSON, BARBEE & GIBSON INC.  
2633 CAMINO RAMON  
SAN RAMON, CA 94582  
(925) 866-0322  
CONTACT: COLT ALVERNAZ, PE

LANDSCAPE ARCHITECT

RANDALL PLANNING AND DESIGN, INC.  
119 POPPY COURT  
WALNUT CREEK, CA 94596  
(510) 934-8002  
CONTACT: FRED PRICE

ARCHITECT

DANIELIAN ASSOCIATES  
60 CORPORATE PARK  
IRVINE, CA 92606  
(949) 474-6030  
CONTACT: VICTOR ALVAREZ

FEBRUARY 2018



SCS Development Company



**DANIELIAN ASSOCIATES**  
ARCHITECTURE + PLANNING  
Sixty Corporate Park • Irvine, CA 92606 P 949.474.6030 F 949.474.1422 www.danielian.com

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2633 CAMINO RAMON, SUITE 300  
SAN RAMON, CALIFORNIA 94583

(925) 866-0322  
www.cbandg.com



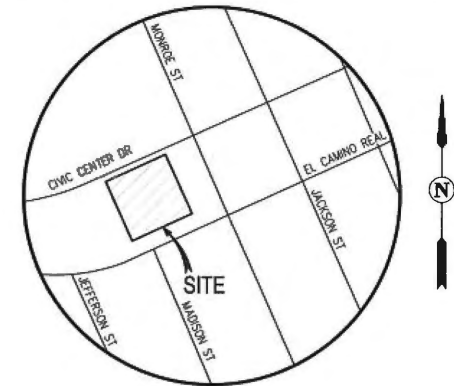
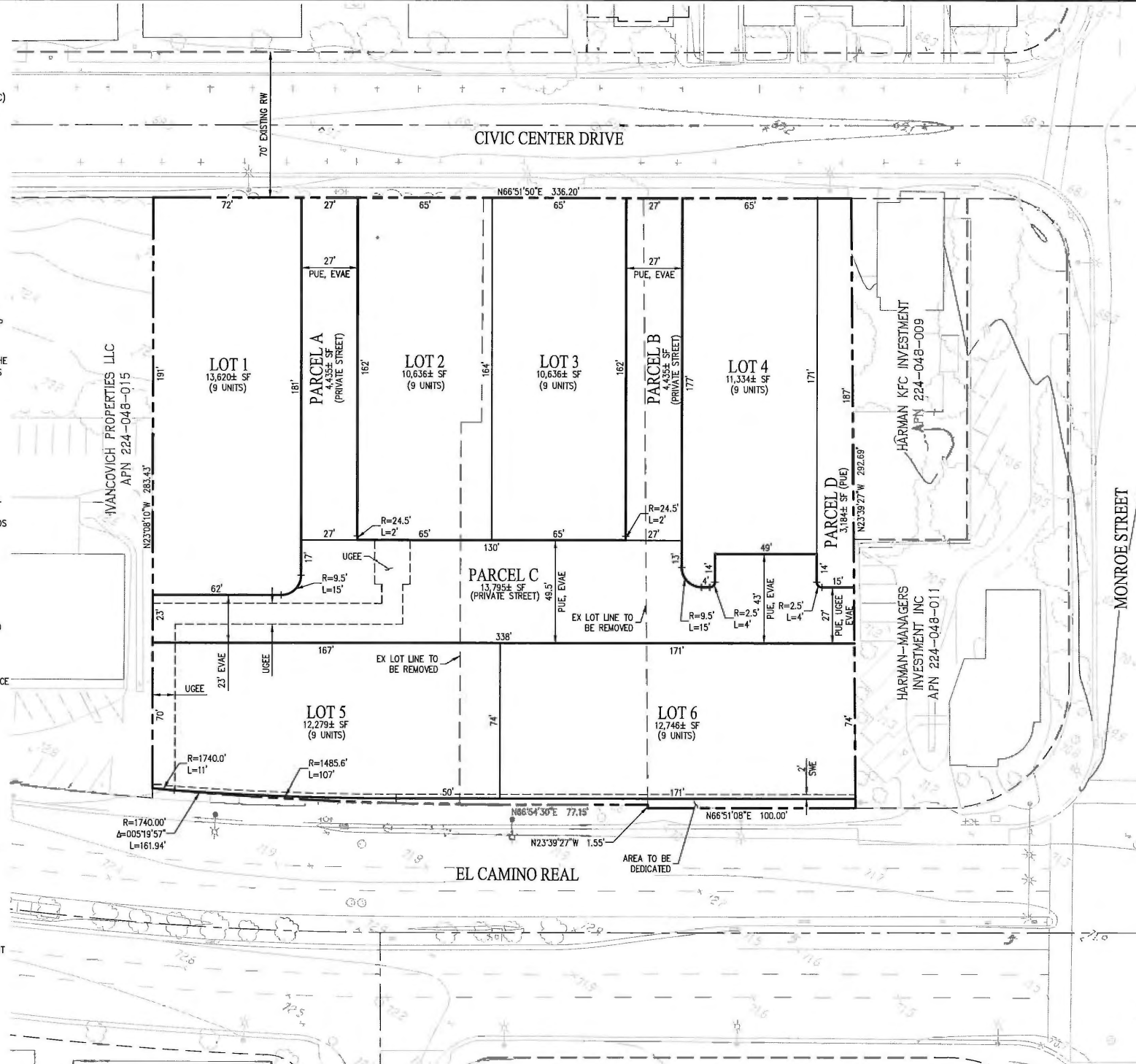
**RANDALL PLANNING & DESIGN INC.**  
Landscape Architecture • Golf Facilities  
Site and Environmental Planning  
1475 N. Broadway Suite 290  
Walnut Creek, California 94596

Office: (925) 934-8002  
Facsimile: (925) 934-8053



## GENERAL NOTES

- ASSESSORS PARCEL NO. 224-048-002, -013, AND -012
- SITE AREA: GROSS: 2.26± ACRES  
NET: 2.23± ACRES
- LOTS: RESIDENTIAL: 6 (LOTS 1-6), PRIVATE ROADWAY CIRCULATION: 3 (PARCEL A-C)  
WATER QUALITY: 1 (PARCEL D)
- DWELLING UNITS: 54
- SITE DENSITY: 23.89 DU/AC (GROSS)  
24.22 DU/AC (NET)
- EXISTING GENERAL PLAN: COMMUNITY MIXED USE  
PROPOSED GENERAL PLAN: COMMUNITY MIXED USE
- EXISTING ZONING: THOROUGHFARE COMMERCIAL (CT)  
PROPOSED ZONING: PLANNED DEVELOPMENT (PD)
- EXISTING LAND USE: COMMERCIAL/OPEN SPACE  
PROPOSED LAND USE: RESIDENTIAL/LIVE WORK
- BENCHMARK: CITY OF SANTA CLARA E-1  
EL CAMINO REAL & MONROE ST. NORTHWEST CORNER, CHISLED CROSS ON TOP OF SOUTHEAST BOLT OF TRAFFIC SIGNAL POLE BASE. (RESET 1997)
- BASIS OF BEARINGS: MONUMENT LINE, "B-LINE," OF EL CAMINO REAL TAKEN AS N66°51'06"E PER THE "RECORD OF SURVEY OF THE RIGHT OF WAY ALONG ROUTE 82 AT POST MILES 11.5-12.3," RECORDED IN BOOK 738 PAGE 37, SANTA CLARA RECORDS.
- EXISTING STRUCTURES: ALL EXISTING BUILDINGS, PAVEMENT, AND TREES WITHIN THE PROJECT BOUNDARY TO BE REMOVED.
- EXISTING UTILITIES: EXISTING UTILITIES WITHIN BOUNDARY TO BE REMOVED AS NOTED.
- STREETS: ALL DRIVE AISLES WITHIN THE PROJECT WILL BE PRIVATE AND WILL BE PRIVATELY MAINTAINED. (MINIMUM LONGITUDINAL SLOPE=0.5%)
- TREES: STREET TREES WILL BE INSTALLED PER THE CITY OF SANTA CLARA STANDARDS.
- STREET LIGHTS: STREET LIGHTS WILL BE INSTALLED PER THE CITY OF SANTA CLARA STANDARDS (OR APPROVED EQUAL).
- WALLS: ALL WALLS WILL BE PRIVATELY OWNED AND PRIVATELY MAINTAINED.
- PRIVATE UTILITIES: PROPOSED STORM DRAIN, SEWER AND WATER FACILITIES WILL BE PRIVATE FACILITIES AND WILL BE PRIVATELY MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.
- LANDSCAPING: ALL LANDSCAPING WITHIN PROJECT BOUNDARY WILL BE PRIVATELY OWNED AND MAINTAINED.
- FLOOD ZONE: ZONE X: AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN  
SOURCE: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), FLOOD INSURANCE RATE MAP, MAP NUMBER 06085C0227H  
DATE: MAY 18, 2009
- WELLS ONSITE: NONE
- UTILITIES:  
WATER: PRIVATE  
SEWER: PRIVATE  
STORM DRAIN: PRIVATE  
GAS: PG&E  
ELECTRIC: SILICON VALLEY POWER  
TELEPHONE: AT&T  
CABLE TV: COMCAST  
UGEE: UNDERGROUND ELECTRICAL EASEMENT TO BE EXCLUSIVE OF PUE AND DEFINED ON THE FINAL MAP
- PHASING: PROJECT MAY BE CONSTRUCTED IN PHASES
- DIMENSIONS: ALL DIMENSIONS ARE PRELIMINARY AND SUBJECT TO FINAL MAP
- CONDOMINIUM MAP: A CONDOMINIUM MAP WILL BE RECORDED FOR THE RESIDENTIAL LOTS. THE SUBDIVISION IS A CONDOMINIUM PROJECT AS DEFINED IN SECTIONS 4125 AND 4285 OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND FILED PURSUANT TO THE SUBDIVISION MAP ACT.



VICINITY MAP  
NOT TO SCALE

## CONTACTS:

- OWNER/DEVELOPER: SCS DEVELOPMENT  
404 SARATOGA AVENUE, SUITE 100  
SANTA CLARA, CA 95050  
(408) 985-6020  
CORY KUSICH
- ENGINEER: CARLSON, BARBEE & GIBSON, INC.  
2633 CAMINO RAMON, SUITE 350  
SAN RAMON, CALIFORNIA 94583  
(925) 866-0322  
COLT ALVERNAT, RCE 75740
- SOILS ENGINEER: QUANTUM GEOTECHNICAL, INC.  
6288 SAN IGNACIO AVE, SUITE B  
SAN JOSE, CA 95119  
(408) 629-3822  
SIMON MAKDESSI, PE, GE, OSD

## ABBREVIATIONS

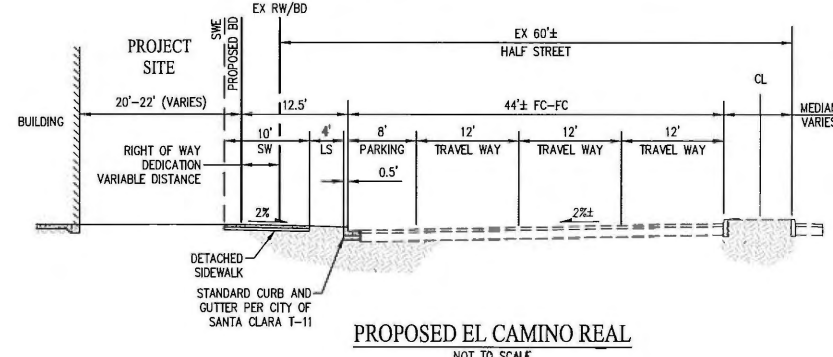
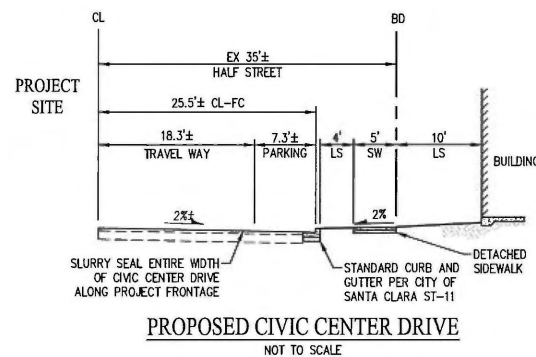
BD	BOUNDARY
CL	CENTERLINE
DU	DWELLING UNIT
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
FC	FACE OF CURB
HOA	HOMEOWNERS ASSOCIATION
L	LENGTH
LS	LANDSCAPE
PL	PROPERTY LINE
PUE	PUBLIC UTILITY EASEMENT
R	RADIUS
RW	RIGHT-OF-WAY
SF	SQUARE FEET
SW	SIDEWALK
SWE	SIDEWALK EASEMENT
UGEE	UNDERGROUND ELECTRICAL EASEMENT (TO BE EXCLUSIVE OF PUE AND DEFINED ON FINAL MAP)

## SHEET INDEX

SHEET NO.	DESCRIPTION
C-1	LOTING PLAN
C-2	EXISTING CONDITIONS PLAN
C-3	PRELIMINARY SITE PLAN
C-4	PRELIMINARY GRADING AND DRAINAGE PLAN
C-5	PRELIMINARY UTILITY PLAN
C-6	PRELIMINARY STORMWATER CONTROL PLAN
C-7	FIRE ACCESS PLAN
C-8	OPEN SPACE EXHIBIT

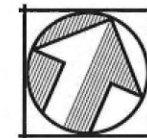
## LEGEND

PROPOSED	DESCRIPTION
---	BOUNDARY
---	EASEMENT
---	PROPERTY LINE
---	RIGHT-OF-WAY



# VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES LOTING PLAN CATALINA

CITY OF SANTA CLARA SANTA CLARA COUNTY CALIFORNIA



SCALE: 1" = 30'

DATE: JANUARY 2018

**cbg** Carlson, Barbee & Gibson, Inc.  
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SACRAMENTO, CALIFORNIA (916) 375-1877

SHEET NO.  
**C-1**







PARKING SUMMARY				
PARKING TYPE	PARKING REQUIRED		PARKING PROVIDED	
	RATIO	NUMBER OF SPACES	RATIO	NUMBER OF SPACES
GARAGE	2 SPACES/DU	106 SPACES	2 SPACES/DU	106 SPACES
ON-STREET (GUEST)*	0.1 SPACE/DU	6 SPACES	0.26 SPACE/DU	14 SPACES
TOTAL		112 SPACES	TOTAL	120 SPACES

\* PARKING COUNT DOES NOT ACCOUNT FOR OFF-SITE PARKING ON CIVIC CENTER DRIVE OR EL CAMINO REAL. APPROXIMATE OFF-SITE PARKING IS 25 SPACES

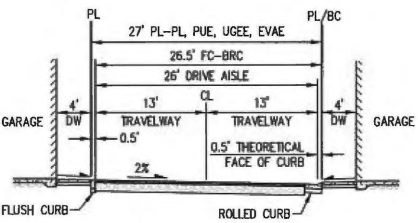
SITE AREA		SITE DENSITY		
DESCRIPTION	SITE AREA (AC)	UNIT COUNT	SITE AREA	SITE DENSITY
EXISTING SITE GROSS AREA	2.25			
RIGHT OF WAY DEDICATION	0.02			
PROPOSED SITE AREA	2.23	RESIDENTIAL 54 UNITS	2.23 AC	24.2 DU/AC

# LEGEND

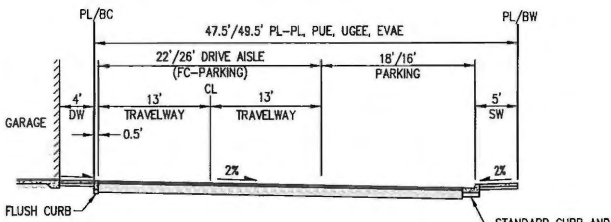
EXISTING	PROPOSED	DESCRIPTION
---	---	BOUNDARY
---	---	PROPERTY LINE
---	---	RIGHT-OF-WAY
---	---	SIDEWALK AND TOP OF CURB
---	---	DECORATIVE PAVING
---	---	BIORETENTION AREA
---	---	PERIMETER WALL
---	---	WOOD FENCE ON RETAINING WALL
---	---	CURB CUT

# ABBREVIATIONS

AC	ACRES
AU	ACCESSIBLE UNIT
BC	BACK OF CURB
BD	BOUNDARY
BW	BACK OF WALK
C	COMPACT
CL	CENTERLINE
DW	DRIVEWAY
DU	DWELLING UNITS
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
FC	FACE OF CURB
LS	LANDSCAPE
LW	LIVE WORK UNIT
PL	PROPERTY LINE
PUE	PUBLIC UTILITY EASEMENT
RW	RIGHT-OF-WAY
SW	SIDEWALK
UGE	UNDERGROUND ELECTRIC EASEMENT



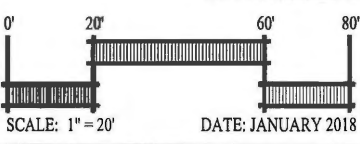
DRIVE AISLE A & C  
NOT TO SCALE



DRIVE AISLE B  
NOT TO SCALE

# VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES PRELIMINARY SITE PLAN CATALINA

CITY OF SANTA CLARA SANTA CLARA COUNTY CALIFORNIA



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SAN RAMON, CALIFORNIA

SACRAMENTO, CALIFORNIA

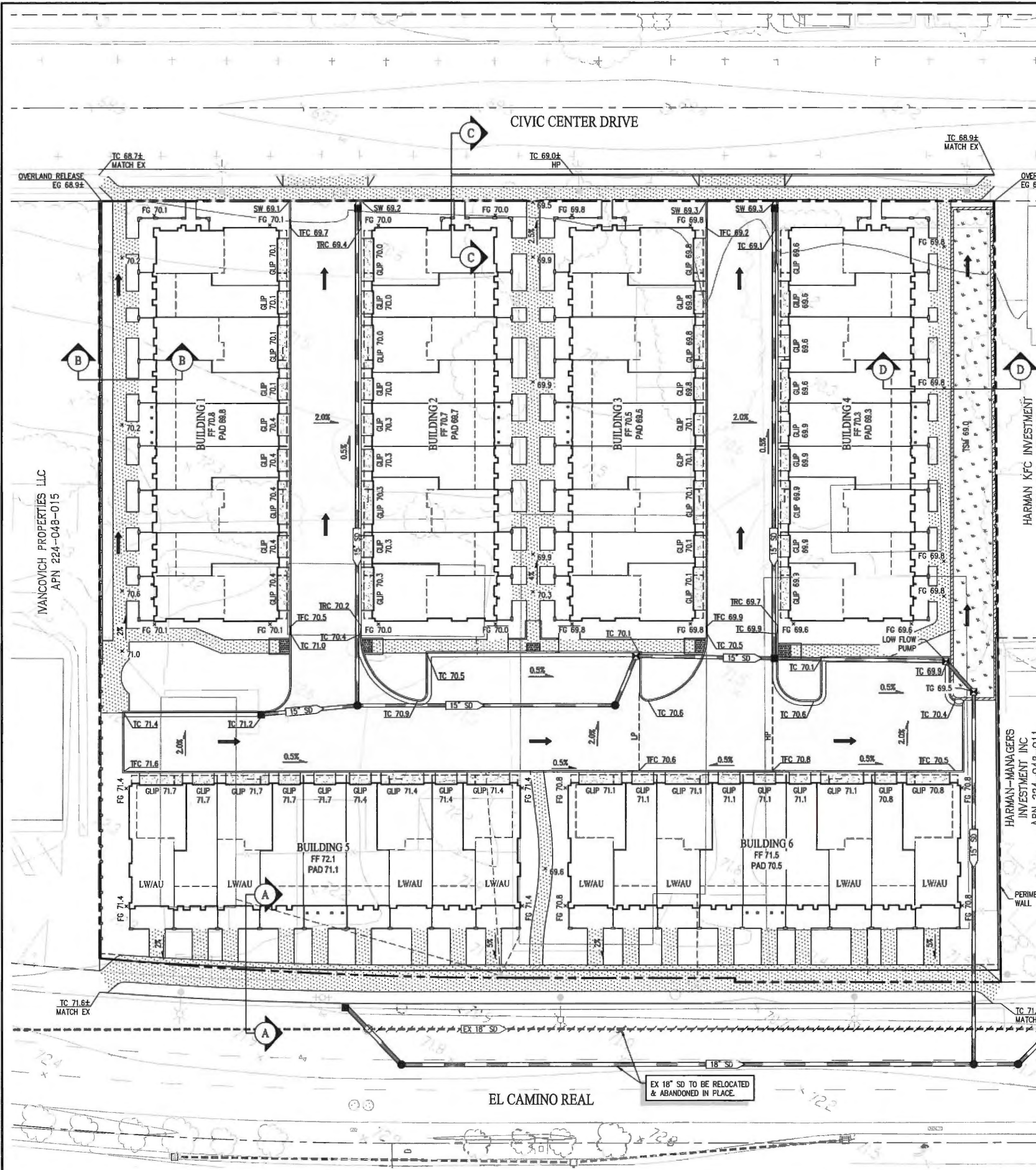
(925) 866 - 6322

(916) 375 - 1877

SHEET NO.  
**C-3**

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**100-YEAR STORM EVENT**  
 ALL ONSITE ELEVATIONS ARE ABOVE THE OVERLAND RELEASE ELEVATIONS. THE ONLY ONSITE PONDING WILL BE CONTAINED WITHIN THE BIORETENTION BASIN.

**LEGEND**

EXISTING	PROPOSED	DESCRIPTION
[Symbol]	[Symbol]	BOUNDARY
[Symbol]	[Symbol]	SIDEWALK AND TOP OF CURB
[Symbol]	[Symbol]	BIORETENTION AREA
[Symbol]	[Symbol]	OVERLAND RELEASE
[Symbol]	[Symbol]	PERIMETER WALL
[Symbol]	[Symbol]	WOOD FENCE ON RETAINING WALL

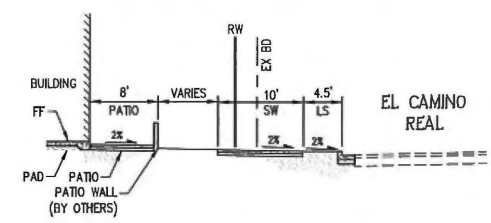
**ABBREVIATIONS**

BD	BOUNDARY
EG	EXISTING GRADE
EX	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
GLP	GARAGE LIP
LS	LANDSCAPE
RW	RIGHT OF WAY
SW	SIDEWALK
TC	TOP OF CURB
TFC	TOP OF FLUSH CURB
TRC	TOP OF ROLLED CURB
TSM	TOP OF SOIL MIX

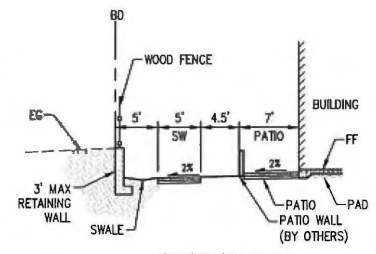
**EARTHWORK SUMMARY**

DESCRIPTION	CUT	FILL
ROUGH GRADING	3,650 C.Y.	-
BIO-RETENTION SPOILS	120 C.Y.	-
BALANCE	-	3,700 C.Y.
TOTAL	3,770 C.Y.*	3,770 C.Y.*

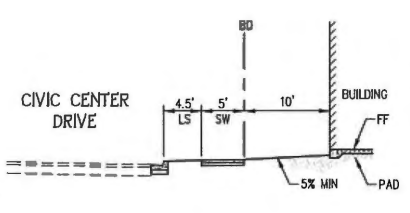
\*NOTES:  
 1. EARTHWORK QUANTITIES ARE APPROXIMATE AND REPRESENT RAW NUMBERS ONLY.



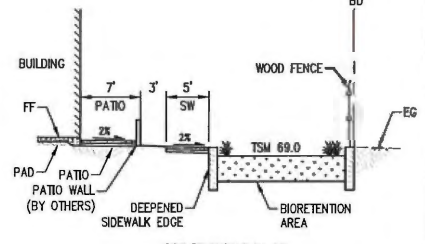
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 NOT TO SCALE



**SECTION B-B**  
 NOT TO SCALE

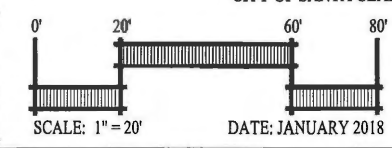
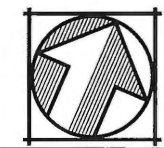


**SECTION C-C**  
 NOT TO SCALE



**SECTION D-D**  
 NOT TO SCALE

# VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES PRELIMINARY GRADING AND DRAINAGE PLAN CATALINA



CITY OF SANTA CLARA    SANTA CLARA COUNTY    CALIFORNIA

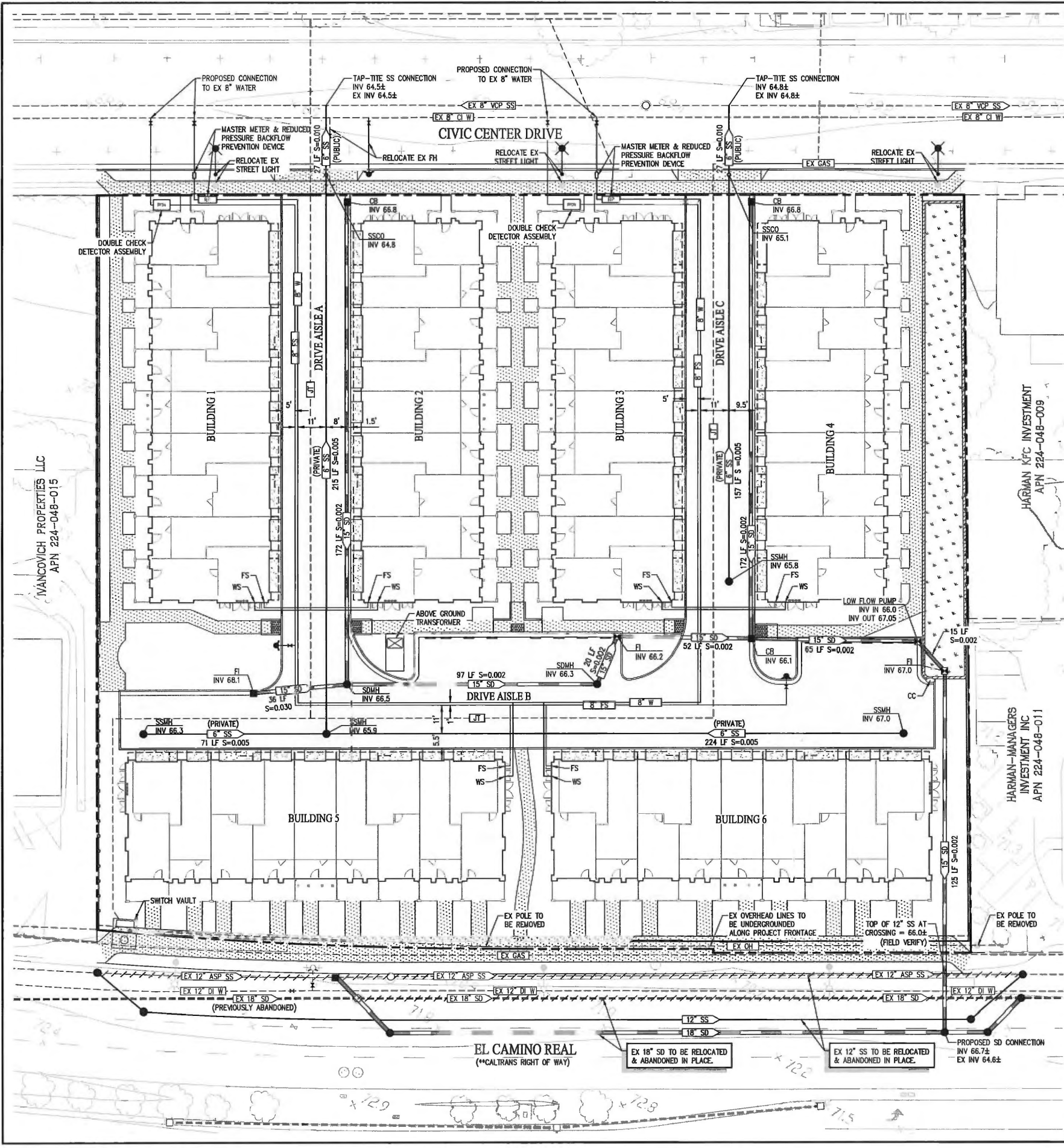
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 www.cbng.com

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 SACRAMENTO, CALIFORNIA    (916) 375-1977

SHEET NO.  
**C-4**

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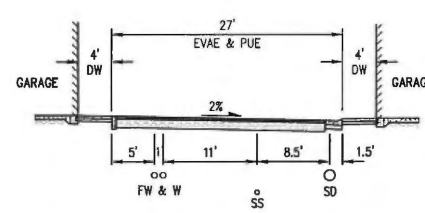
**LEGEND**

EXISTING	PROPOSED	DESCRIPTION
---	---	BOUNDARY
---	---	RIGHT-OF-WAY
---	---	STORM DRAIN
---	---	SANITARY SEWER
---	---	WATER LINE
---	---	WATER VALVE
---	---	JOINT TRENCH
---	---	FIRE HYDRANT
---	---	CATCH BASIN
---	---	FIELD INLET
---	---	MANHOLE
---	---	CLEANOUT
---	---	STREET LIGHT
---	---	BIORETENTION AREA
---	---	CURB CUT

**ABBREVIATIONS**

CC	CURB CUT
CB	CATCH BASIN
CI	CAST IRON
CO	CLEANOUT
DI	DUCTILE IRON
FI	FIRE HYDRANT
FI	FIELD INLET
FS	FIRE SERVICE
INV	INVERT
JT	JOINT TRENCH
LF	LENGTH FEET
OH	OVERHEAD LINE
S	SLOPE
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
VCP	VITRIFIED CLAY PIPE
W	WATER
WS	WATER SERVICE

- UTILITY NOTES:**
- STORM DRAIN:
    - PROPOSED STORM DRAIN FACILITIES WILL BE PRIVATE AND WILL BE PRIVATELY MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.
    - MINIMUM SLOPE OF THE STORM DRAIN PIPE IS 0.002.
    - MINIMUM COVER IS 1'.
  - SEWER (PRIVATE):
    - PROPOSED SEWER FACILITIES WITHIN PRIVATE ROADWAYS WILL BE PRIVATELY MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.
    - MINIMUM SLOPE OF THE SEWER PIPE IS 0.005.
    - MINIMUM PIPE SIZE IS 6".
    - ALL SANITARY SEWER PIPE TO BE PVC SDR-26.
    - MINIMUM COVER FOR SANITARY SEWER PIPES TO BE 3'.
  - SEWER (PUBLIC):
    - PROPOSED SEWER FACILITIES WITHIN CIVIC DRIVE TO BE PUBLIC.
    - MINIMUM SLOPE OF PUBLIC SEWER IS 0.010.
    - ALL SANITARY SEWER PIPES TO BE PVC SDR-26.
    - MINIMUM PIPE SIZE IS 6".
  - WATER:
    - PROPOSED WATER FACILITIES WILL BE PRIVATE AND WILL BE PRIVATELY MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
    - ALL WATER PIPE TO BE PVC C900.
  - UTILITY LAYOUT SHOWN IS PRELIMINARY AND SUBJECT TO FINAL ENGINEERING DESIGN. EXISTING MANHOLE INVERTS BASED ON CITY PROVIDED BASE MAPS AND AS-BUILTS AND NEED TO BE FIELD VERIFIED.
  - PRELIMINARY DOMESTIC AND FIRE SERVICE SIZES ARE SUBJECT TO FINAL DESIGN. IRRIGATION METERS, DOMESTIC BACKFLOW PREVENTERS AND BUILDING FIRE SERVICES ARE SHOWN FOR REFERENCE ONLY.
- \*\* ALL WORK ALONG EL CAMINO WILL REQUIRE AN ENCROACHMENT PERMIT FROM CALTRANS



VESTING TENTATIVE MAP  
FOR CONDOMINIUM PURPOSES  
**PRELIMINARY UTILITY PLAN**  
**CATALINA**

CITY OF SANTA CLARA SANTA CLARA COUNTY CALIFORNIA

SCALE: 1" = 20'

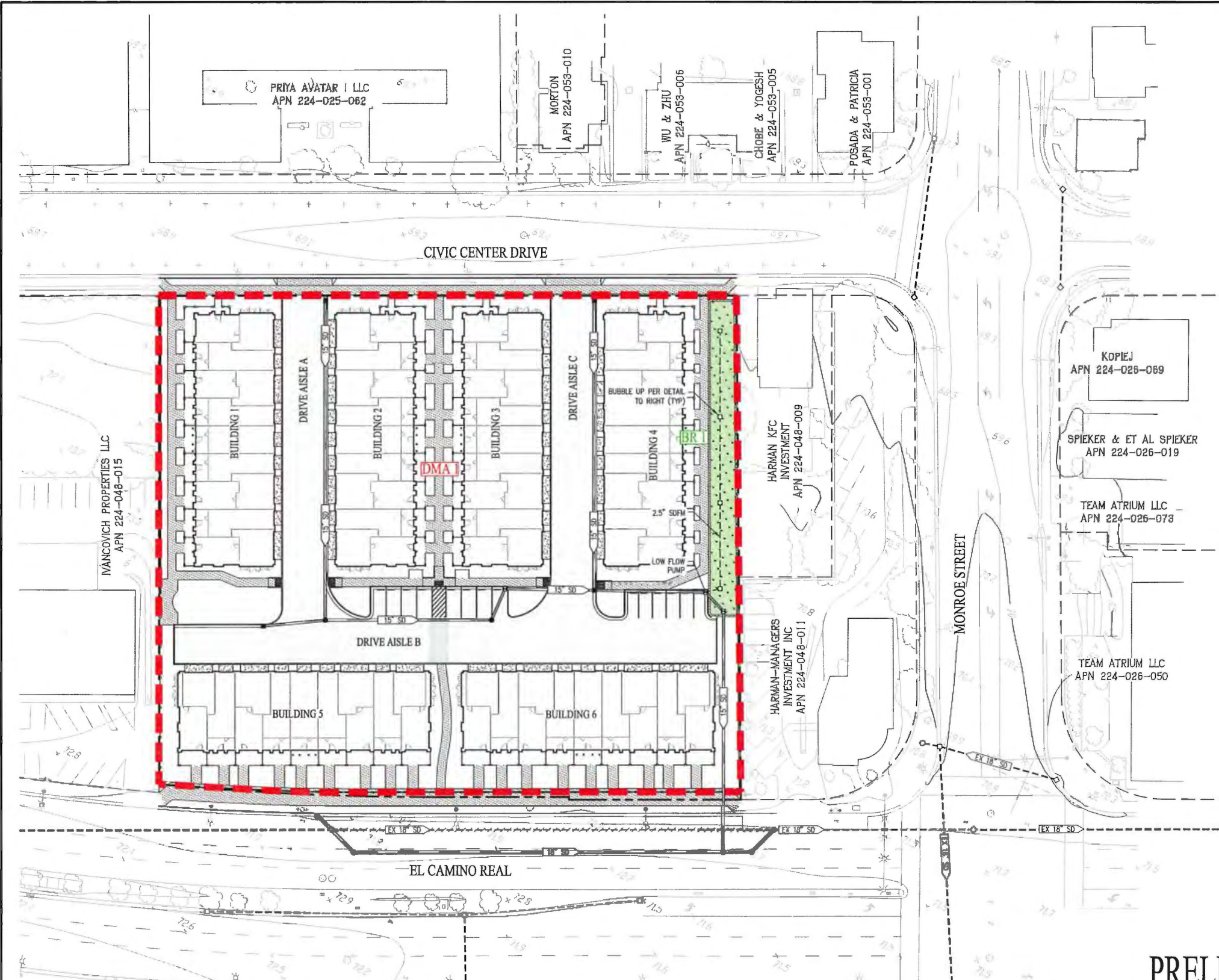
DATE: JANUARY 2018

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SACRAMENTO, CALIFORNIA (916) 375 - 1977

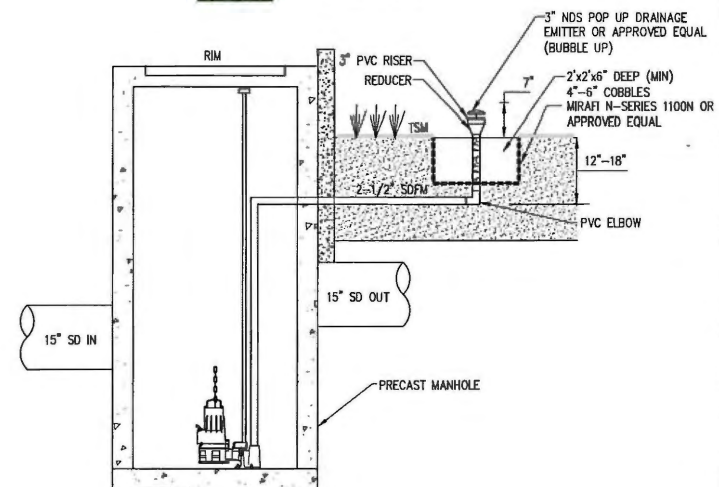
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**C-5**





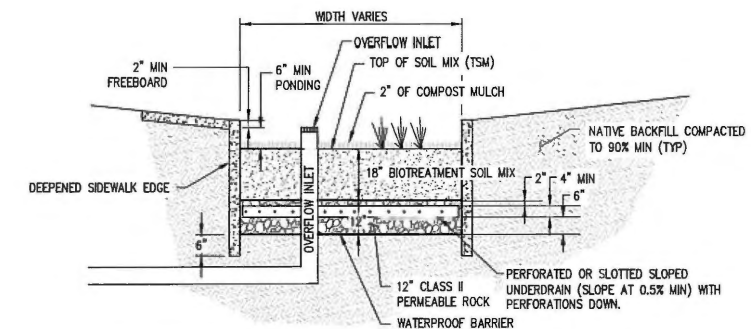
**LEGEND**

EXISTING	PROPOSED	DESCRIPTION
- - - - -	- - - - -	DRAINAGE MANAGEMENT AREA BOUNDARY
	DMA 1	DRAINAGE MANAGEMENT AREA
	BR 1	BIORETENTION AREA
□	SD	STORM DRAIN
□	CB	CATCH BASIN
○	CI	CURB CUT
	FI	FIELD INLET
	MANHOLE	MANHOLE
	BR 1	BIORETENTION AREA



**LOW FLOW WATER QUALITY PUMP**  
NOT TO SCALE

NOTE:  
LOW FLOW WATER QUALITY PUMP SHOWN FOR REFERENCE ONLY AND SUBJECT TO FINAL REVIEW BY THE CITY OF SANTA CLARA WITH CONSTRUCTION DOCUMENTS.



**BIORETENTION BASIN WITH DEEPENED CURB & SLOPE**  
NOT TO SCALE

# VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES PRELIMINARY STORMWATER CONTROL PLAN CATALINA

**PRELIMINARY STORM WATER TREATMENT**

AREA ID	TREATMENT TYPE	IMPERVIOUS AREA (SF)	TREATMENT AREA REQUIRED (SF)	TREATMENT AREA PROVIDED (SF)
DMA 1	BIORETENTION	77,595	2,180	2,430

- NOTES:**
- ALL PLANTS PROPOSED FOR THE BIORETENTION AREAS WILL BE CONSISTENT WITH THE RECOMMENDED PLANTS FROM TABLE D-1 IN APPENDIX D OF THE SCVURPPP C.3 HANDBOOK.
  - THE HOA IS RESPONSIBLE FOR THE MAINTENANCE AND COST ASSOCIATED WITH THE UP-KEEP OF ALL BIORETENTION AREAS.
  - DRAINAGE WILL BE ROUTED TO BIORETENTION FACILITIES THROUGH A COMBINATION OF CURB CUTS, & AREA DRAINS.
  - 18" BIO-TREATMENT SOIL MIX PER C.3 SPECIFICATIONS. INFILTRATION RATE MIN 5"/HR-MAX 10"/HR.

SCALE: 1" = 30'

CITY OF SANTA CLARA    SANTA CLARA COUNTY    CALIFORNIA

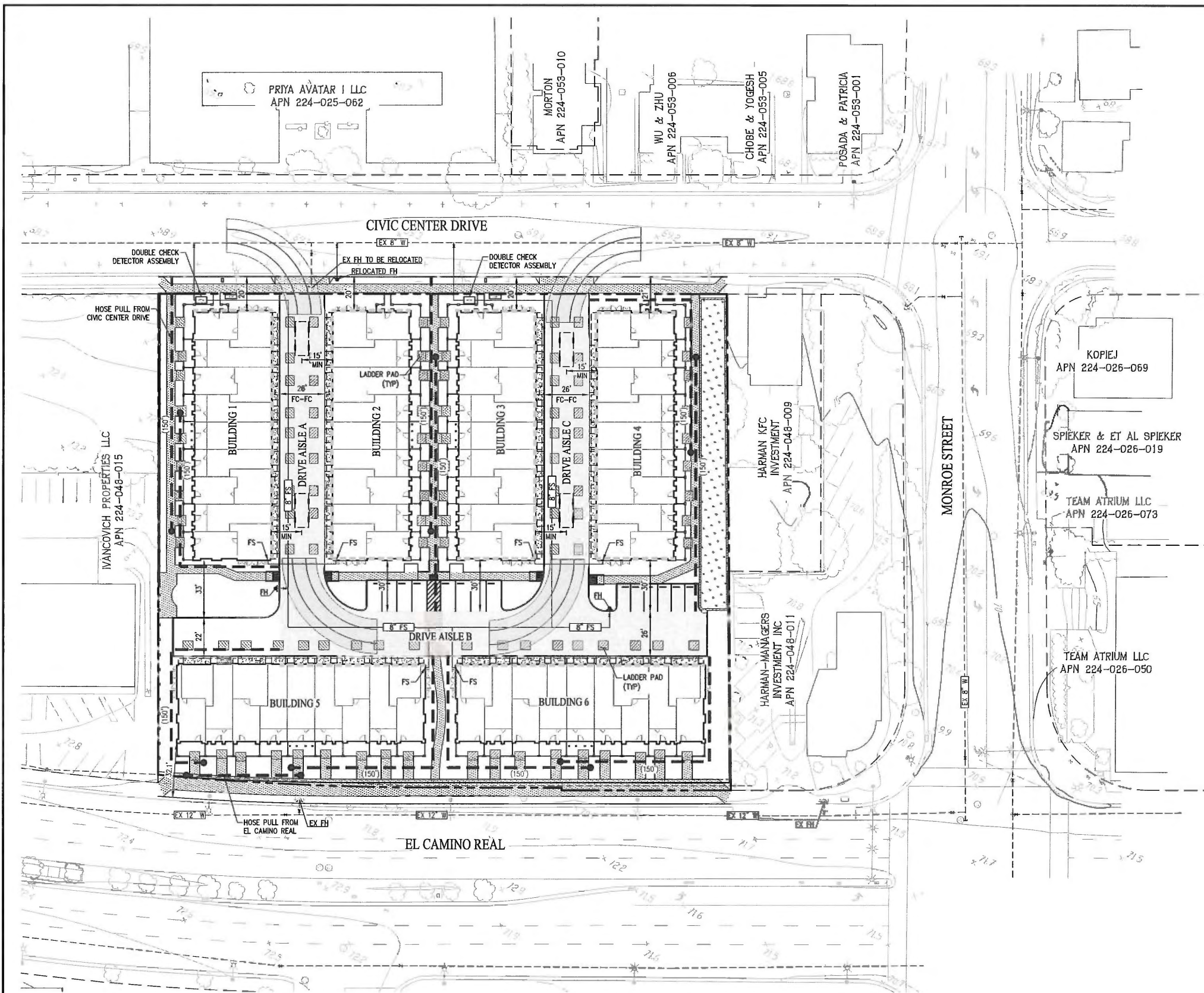
DATE: JANUARY 2018

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SHEET NO.  
**C-6**

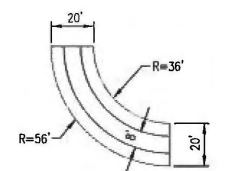




LEGEND		DESCRIPTION
EXISTING	PROPOSED	BOUNDARY
		FIRE AERIAL APPARATUS ACCESS ROAD
		5' X 6' LADDER PAD
		FIRE HYDRANT
		FIRE AERIAL APPARATUS ACCESS (MINIMUM ONE PARALLEL SIDE PER THE CA FIRE CODE APPENDIX D SECTION D105.3)
		FIRE DEPARTMENT HOSE REACH FROM APPARATUS ACCESS ROAD (150' MAX)

FIRE FLOW NOTES:

- 1. BUILDING CONSTRUCTION TYPE: TYPE VB
- 2. MAXIMUM BUILDING SQUARE FOOTAGE: 20,284 SF
- 3. REQUIRED FIRE FLOW PER CFC, APPENDIX B: 2,000 GPM
- 4. AVAILABLE FIRE FLOW AT PROJECT SITE: 2,345 GPM (PER FIRE FLOW TEST #522)
- 5. PROJECT TO PROVIDE INCREASED NUMBER OF FIRE SPRINKLER HEADS OR OTHER APPROVED ALTERNATIVE.



FIRE TRUCK TURNING TEMPLATE  
NOT TO SCALE

VESTING TENTATIVE MAP  
FOR CONDOMINIUM PURPOSES  
FIRE ACCESS PLAN  
CATALINA

0' 30' 90' 120'

SCALE: 1" = 30'

DATE: JANUARY 2018

CITY OF SANTA CLARA SANTA CLARA COUNTY CALIFORNIA

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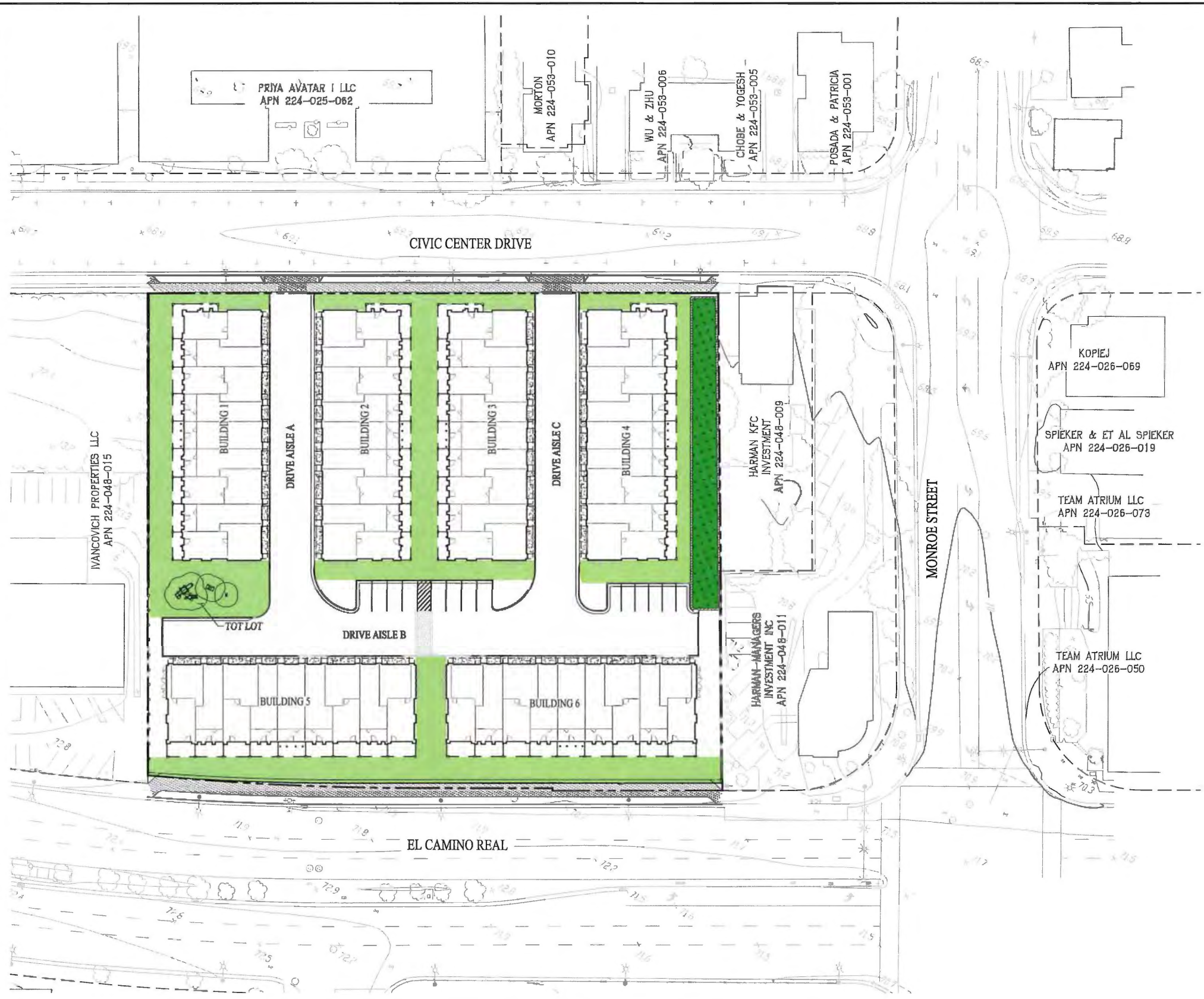
(925) 955-0322  
(916) 375-1877

SHEET NO.

C-7

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- LEGEND:
- PROJECT BOUNDARY
  - PROPOSED FACE OF CURB
  - PROPOSED CENTERLINE
  - ADJACENT PARCEL BOUNDARY
  - PAVEMENT
  - COMMON OPEN SPACE
  - BIORETENTION

OPEN SPACE SUMMARY	
PROVIDED COMMON OPEN SPACE	17,900 SF

VESTING TENTATIVE MAP  
FOR CONDOMINIUM PURPOSES  
OPEN SPACE EXHIBIT  
CATALINA

SCALE: 1" = 30'

CITY OF SANTA CLARA    SANTA CLARA COUNTY    CALIFORNIA

DATE: JANUARY 2018

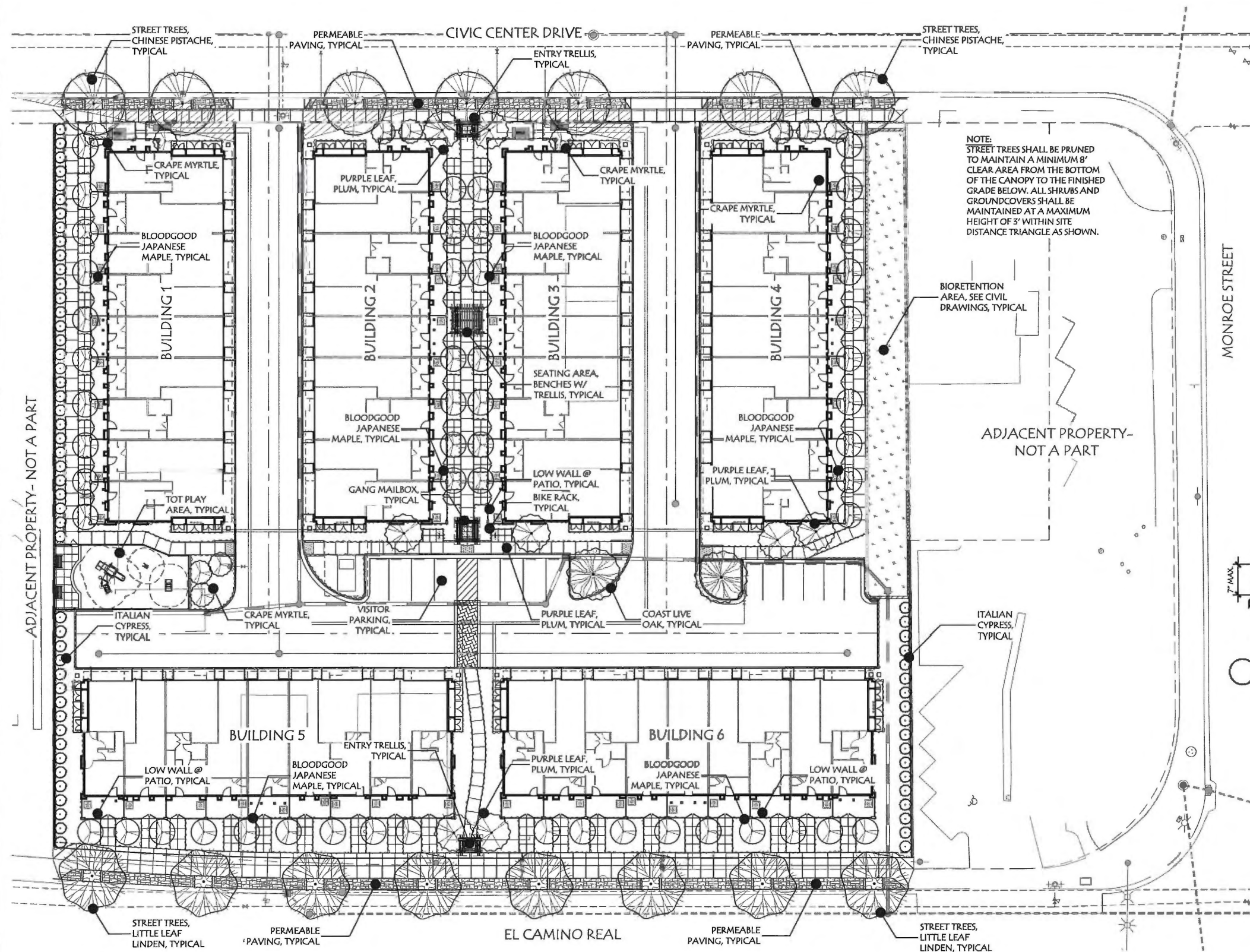
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SHEET NO.  
**C-8**

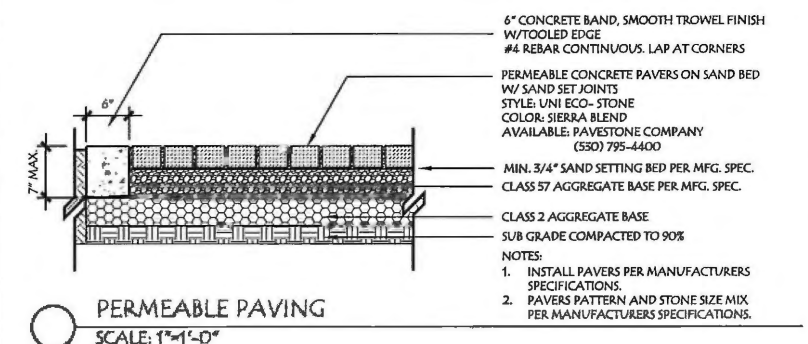
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#### PLANT PALETTE

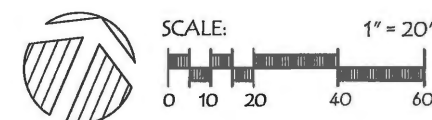
SIZE	BOTANICAL NAME	COMMON NAME	COMMENTS/ WUCOLS SPACING	
<b>TREES</b>				
15 Gal.	Acer p. 'Bloodgood'	Bloodgood Japanese Maple	Accent Tree	M
24" box	Cupressus sempervirens	Italian Cypress	Evergreen Tree	L
15 Gal.	Lagerstroemia l. 'Tuscanora'	Multi Trunk Crape Myrtle	Flowering Tree	L
24" box	Pistacia chinensis 'Keith Davey'	Sterile Chinese Pistache	Missing Tree	L
15 Gal.	Prunus c. 'Krauter Vesuvius'	Purple Leaf Plum	Flowering Tree	L
24" box	Quercus agrifolia	Coast Live Oak	Native Tree	L
24" box	Tilia c. 'Greenspire'	Little Leaf Linden	Street Tree	M
<b>SHRUBS</b>				
1 gal.	Agapanthus 'Peter Pan'	Dwarf Lily-of-the-Nile		M
5 gal.	Cotoneaster parneyi	Parney Cotoneaster		L
5 gal.	Elaeagnus p. 'Fruitland'	Silverberry		L
5 gal.	Heteromeles a. 'Eve Case'	Eve Case Toyon		L
5 gal.	Garrya elliptica	Coast Silkassel		L
5 gal.	Laurus nobilis	Sweet Bay		L
5 gal.	Loropetalum c. 'Razzleberry'	Loropetalum		L
5 gal.	Neurium o. 'Red'	Std. Red Oleander		L
5 gal.	Raphiolepis indica 'Jack Evans'	Indian Hawthorn		L
5 gal.	Rosa 'Red Mirland'	Red Mirland Rose		M
5 gal.	Rosmarinus o. 'Collingwood Ingram'	Rosemary		L
5 gal.	Teucrium fruticosum	Coast Rosemary		L
5 gal.	Westringia fruticosa	Coast Rosemary		L
<b>GROUNDCOVERS &amp; VINES</b>				
1 gal.	Cistus salvifolius	Sageleaf Rockrose		L
1 gal.	Cotoneaster dammeri	Spreading Cotoneaster		L
1 gal.	Erigeron karwinskianus	Daisy Fleabane		L
1 gal.	Hemerocallis 'Stella d'Oro'	Stella d'Oro Daylily		M
1 gal.	Lantana 'Gold Rush'	Yellow Spreading Lantana		L
1 gal.	Lantana 'Miss Huff'	Orange/Pink Lantana		L
1 gal.	Rosmarinus o. 'Prostratus'	Spreading Rosemary		L
1 gal.	Trachelospermum jasminoides	Star Jasmine		M



#### GREEN LANDSCAPE CHECKLIST

1. No plant species specified shall require shearing.
2. No plant species are listed on the Invasive Plant Inventory by the California Invasive Plant Council.
3. Plant species specified shall be drought tolerant California Native, Mediterranean or their appropriate species.
4. All planting beds shall be mulched to a depth of 2 inches or greater per local ordinance.
5. Soils shall be amended with 2 inches of compost or as required to reach 3.5% organic matter.
6. Irrigation system shall be designed as a high efficiency system and shall include smart (weather based) irrigation controllers, bubblers and low flow sprinklers.
7. Planted areas shall be grouped according to water needs (hydrozoning), with hydrozones identified on the irrigation plans.

## Illustrative Site Plan



## CATALINA SCS DEVELOPMENT

CITY OF SANTA CLARA SANTA CLARA COUNTY CALIFORNIA

JANUARY 5, 2017



RANDALL PLANNING & DESIGN, INC.  
Landscape Architecture • Golf Facilities  
Site and Environmental Planning  
119 Poppy Court Walnut Creek, California 94596  
Office: (925) 934-8002 Direct: (510) 400-4441

SHEET NUMBER

L-1



TREES



CRAPE MYRTLE



LITTLE LEAF LINDEN



PURPLE LEAF PLUM



RED SUNSET MAPLE



CHINESE PISTACHE

TYPICAL SHRUBS AND PERENNIALS



DAYLILIES



LOROPETALUM



AGAPANTHUS



ROSES



RHAPHIOLEPIS



ROSEMARY

PAVING AND WALLS



PERMEABLE PAVING



LOW WALL AT PATIO



BIORETENTION AREA

ENTRY FEATURES



GANG MAILBOX



TOT PLAY AREA



TOT PLAY EQUIPMENT



Illustrative Images

CATALINA  
SCS DEVELOPMENT

CITY OF SANTA CLARA SANTA CLARA COUNTY CALIFORNIA

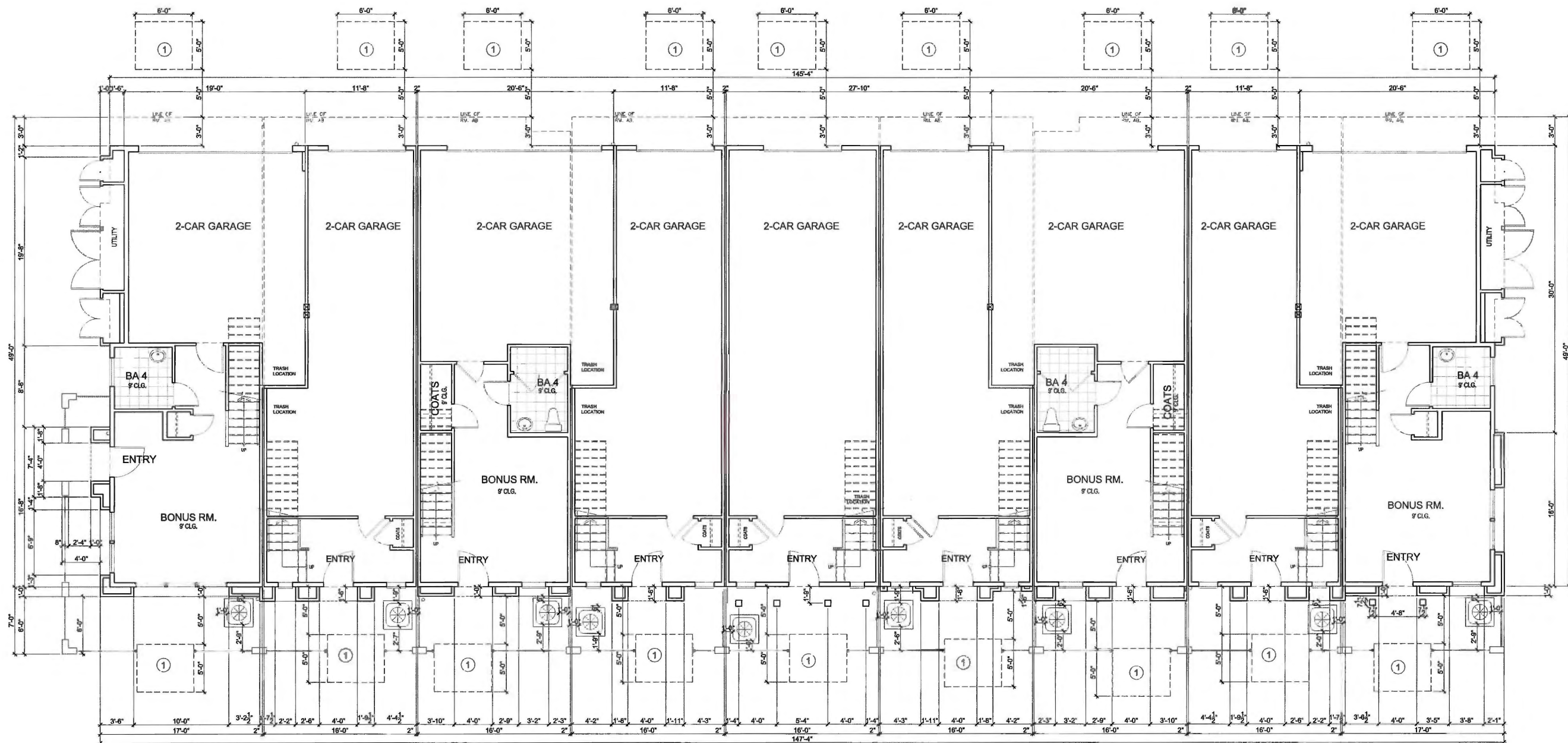
JANUARY 5, 2017



RANDALL PLANNING & DESIGN, INC.  
Landscape Architecture \* Golf Facilities  
Site and Environmental Planning  
119 Poppy Court Walnut Creek, California 94596  
Office: (925) 934-8002 Direct: (510) 400-4441

SHEET NUMBER  
L-2





PLAN 3AR  
THIS PLAN OCCURS ON BUILDINGS 1, 2 & 3  
FACING CIVIC CENTER DRIVE

KEYNOTE:

- ① FIRE DEPT. LADDER PAD 5'X8' CENTERED WITH EGRESS WINDOW ABOVE STANDARD, LADDER SET-UP SHALL NOT BE OBSTRUCTED BY ARCH. FEATURES, FENCING, TREES, LANDSCAPE, PLANTERS OR OTHER OBSTRUCTIONS. REFER TO SHEET A-F1 FOR CITY OF SANTA CLARA FIRE DEPARTMENT LADDER PAD REQUIREMENTS. LADDER PAD POSITION IS BASE ON THE EGRESS WINDOW LOCATED ON THE THIRD FLOOR OF EACH UNIT.

SCALE: 3/16" = 1'-0"  
FIRST FLOOR - 9 UNIT BUILDING  
SCS DEVELOPMENT CO.  
CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

DANIELIAN ASSOCIATES  
ARCHITECTURE + PLANNING  
SIXTY CORPORATE PARK IRVINE CALIFORNIA 92606

JOB#: 17024.02

SHEET NUMBER

A-91

NOTE: FLOOR PLAN REFLECTS SPANISH ELEVATION. ITALIAN STYLE FLOOR PLAN SIMILAR

DATE: November 29, 2017



SCALE: 3/16" = 1'-0"

SECOND FLOOR - 9 UNIT BUILDING

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**DANIELIAN ASSOCIATES**  
ARCHITECTURE + PLANNING  
SIXTY CORPORATE PARK IRVINE CALIFORNIA 92606

JOB#: 17024.02

SHEET NUMBER

A-92

NOTE: FLOOR PLAN REFLECTS SPANISH ELEVATION. ITALIAN STYLE FLOOR PLAN SIMILAR

DATE: November 29, 2017





SCALE: 3/16" = 1'-0"  
 THIRD FLOOR - 9 UNIT BUILDING  
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**DANIELIAN ASSOCIATES**  
 ARCHITECTURE + PLANNING  
 SIXTY CORPORATE PARK IRVINE CALIFORNIA 92606

JOB#: 17024.02

SHEET NUMBER

A-93

- 0F -

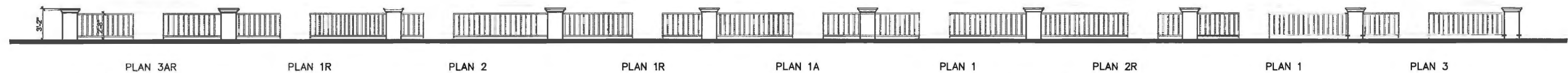
DATE: November 29, 2017

NOTE: FLOOR PLAN REFLECTS SPANISH ELEVATION. ITALIAN STYLE FLOOR PLAN SIMILAR

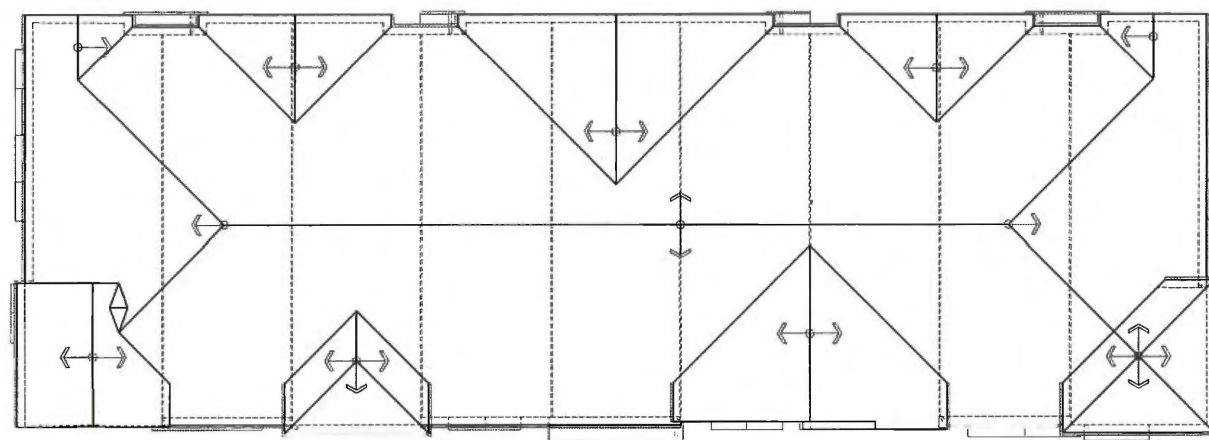




FRONT ELEVATION  
SCALE: 3/16" = 1'-0"



GARDEN WALL  
SCALE: 3/16" = 1'-0"



ROOF PLAN  
(5:12 TYP. ROOF PITCH)  
SCALE: 3/32" = 1'-0"

#### MATERIALS LEGEND

1. 'S' TILE ROOF
2. SMOOTH STUCCO FINISH
3. SMOOTH STUCCO OVER FOAM TRIM
4. WOOD POSTS/ CORBELS/ RAFTER TAILS
5. DECORATIVE SPANISH TILE
6. WROUGHT IRON GABLE END DETAIL
7. CLAY TILE GABLE END DETAIL
8. RECESSED WINDOWS
9. DECORATIVE LIGHT FIXTURES
10. GARAGE DOORS WITH WINDOWS
11. SERVICE DOORS
12. UNIT ADDRESS SIGN AT A MINIMUM OF 6" WITH A COLOR CONTRASTING WITH BACKGROUND MATERIAL
13. BUILDING ADDRESS SIGN
14. WOOD CORBELS
15. WOOD RAFTER TAILS
16. LIGHTWEIGHT METAL AWNING
17. STONE VENEER

SPANISH STYLE  
9 UNIT FRONT ELEVATION  
**SCS DEVELOPMENT CO.**  
CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

**DANIELIAN ASSOCIATES**  
ARCHITECTURE + PLANNING  
SIXTY CORPORATE PARK IRVINE CALIFORNIA 92608

DATE: November 29, 2017

JOB#: 17024.02

SHEET NUMBER

**A-94**

- OF -





REAR ELEVATION  
SCALE: 3/16" = 1'-0"



LEFT ELEVATION  
SCALE: 3/16" = 1'-0"

PLAN 3R  
ENHANCED ELEVATION FACING CIVIC CENTER DRIVE  
ONLY AT BUILDING 2



RIGHT ELEVATION  
SCALE: 3/16" = 1'-0"

PLAN 3

#### MATERIALS LEGEND

1. 'S' TILE ROOF
2. SMOOTH STUCCO FINISH
3. SMOOTH STUCCO OVER FOAM TRIM
4. WOOD POSTS/ CORBELS/ RAFTER TAILS
5. DECORATIVE SPANISH TILE
6. WROUGHT IRON GABLE END DETAIL
7. CLAY TILE GABLE END DETAIL
8. RECESSED WINDOWS
9. DECORATIVE LIGHT FIXTURES
10. GARAGE DOORS WITH WINDOWS
11. SERVICE DOORS
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13. BUILDING ADDRESS SIGN
14. WOOD CORBELS
15. WOOD RAFTER TAILS
16. LIGHTWEIGHT METAL AWNING
17. STONE VENEER

SCALE: 3/16" = 1'-0"

## SPANISH STYLE 9 UNIT REAR AND SIDE ELEVATIONS SCS DEVELOPMENT CO. CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

**DANIELIAN ASSOCIATES**  
ARCHITECTURE + PLANNING  
SIXTY CORPORATE PARK IRVINE CALIFORNIA 92606

DATE: November 29, 2017

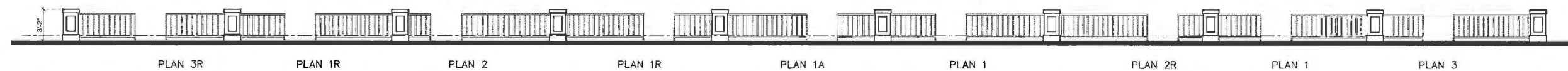
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SHEET NUMBER

**A-95**

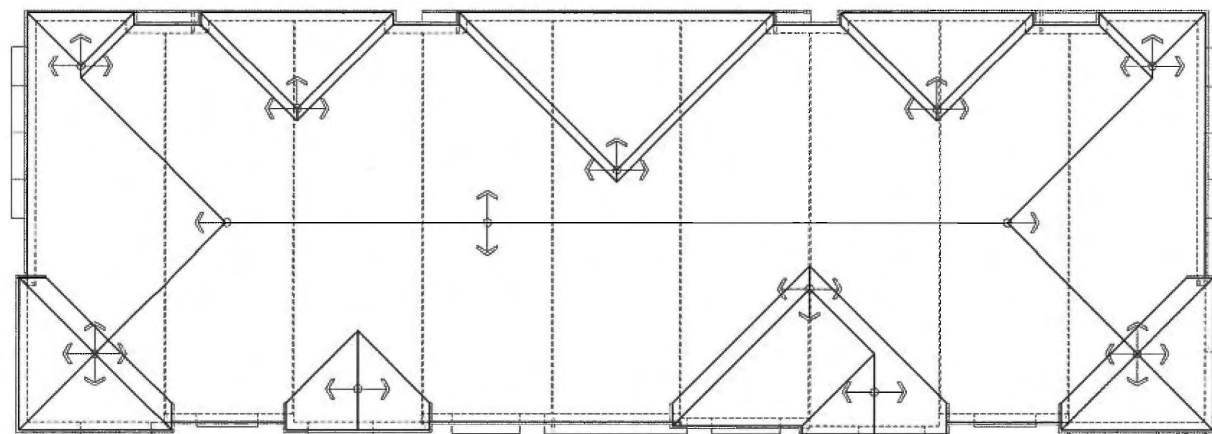




FRONT ELEVATION  
SCALE: 3/16" = 1'-0"



GARDEN WALL  
SCALE: 3/16" = 1'-0"



ROOF PLAN  
(5:12 TYP. ROOF PITCH)  
SCALE: 3/32" = 1'-0"

#### MATERIALS LEGEND

1. 'S' TILE ROOF
2. SMOOTH STUCCO FINISH
3. SMOOTH STUCCO OVER FOAM TRIM
4. WOOD RAFTER TAILS
5. WOOD CORBELS
6. RECESSED WINDOW
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8. GARAGE DOORS WITH WINDOWS
9. SERVICE DOORS
10. UNIT ADDRESS SIGN AT A MINIMUM OF 6" WITH A COLOR CONTRASTING WITH BACKGROUND MATERIAL
11. BUILDING ADDRESS SIGN
12. LIGHTWEIGHT METAL AWNING
13. STONE VENEER

ITALIAN STYLE  
9 UNIT FRONT ELEVATION  
**SCS DEVELOPMENT CO.**  
CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

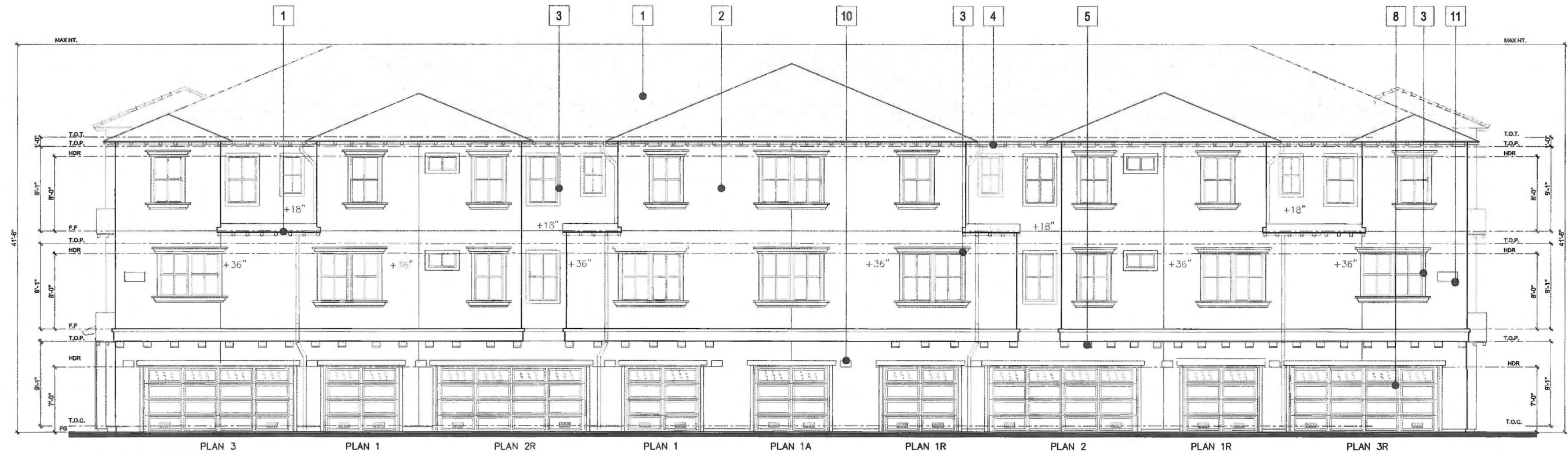
**DANIELIAN ASSOCIATES**  
ARCHITECTURE + PLANNING  
SIXTY CORPORATE PARK IRVINE CALIFORNIA 92606

DATE: November 29, 2017

JOB#: 17024.02  
SHEET NUMBER

**A-96**





REAR ELEVATION  
SCALE: 3/16" = 1'-0"



LEFT ELEVATION  
SCALE: 3/16" = 1'-0"



RIGHT ELEVATION  
SCALE: 3/16" = 1'-0"

#### MATERIALS LEGEND

1. 'S' TILE ROOF
2. SMOOTH STUCCO FINISH
3. SMOOTH STUCCO OVER FOAM TRIM
4. WOOD RAFTER TAILS
5. WOOD CORBELS
6. RECESSED WINDOW
7. DECORATIVE LIGHT FIXTURE
8. GARAGE DOORS WITH WINDOWS
9. SERVICE DOORS
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11. BUILDING ADDRESS SIGN
12. LIGHTWEIGHT METAL AWNING
13. STONE VENEER

SCALE: 3/16" = 1'-0"  
ITALIAN STYLE  
9 UNIT REAR AND SIDE ELEVATIONS  
SCS DEVELOPMENT CO.  
CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

**DANIELIAN ASSOCIATES**  
ARCHITECTURE + PLANNING  
SIXTY CORPORATE PARK IRVINE CALIFORNIA 92606

DATE: November 29, 2017

JOB#: 17024.02

SHEET NUMBER

A-97

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PLAN 3R

PLAN 1R

PLAN 2

PLAN 1R

PLAN 1A

PLAN 1

PLAN 2R

PLAN 1

PLAN 3

SCALE: 3/16" = 1'-0"

9 UNIT - SPANISH ELEVATION

SCS DEVELOPMENT CO.

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CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

**DANIELIAN ASSOCIATES**  
ARCHITECTURE + PLANNING  
SIXTY CORPORATE PARK IRVINE CALIFORNIA 92606

DATE: November 29, 2017

JOB#: 17024.02

SHEET NUMBER

A-9R1





PLAN 3R

PLAN 1R

PLAN 2

PLAN 1R

PLAN 1A

PLAN 1

PLAN 2R

PLAN 1

PLAN 3

SCALE: 3/16" = 1'-0"  
 9 UNIT - ITALIAN ELEVATION  
 SCS DEVELOPMENT CO.  
 CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA



DANIELIAN ASSOCIATES  
 ARCHITECTURE + PLANNING  
 SIXTY CORPORATE PARK IRVINE CALIFORNIA 92606

DATE: November 29, 2017

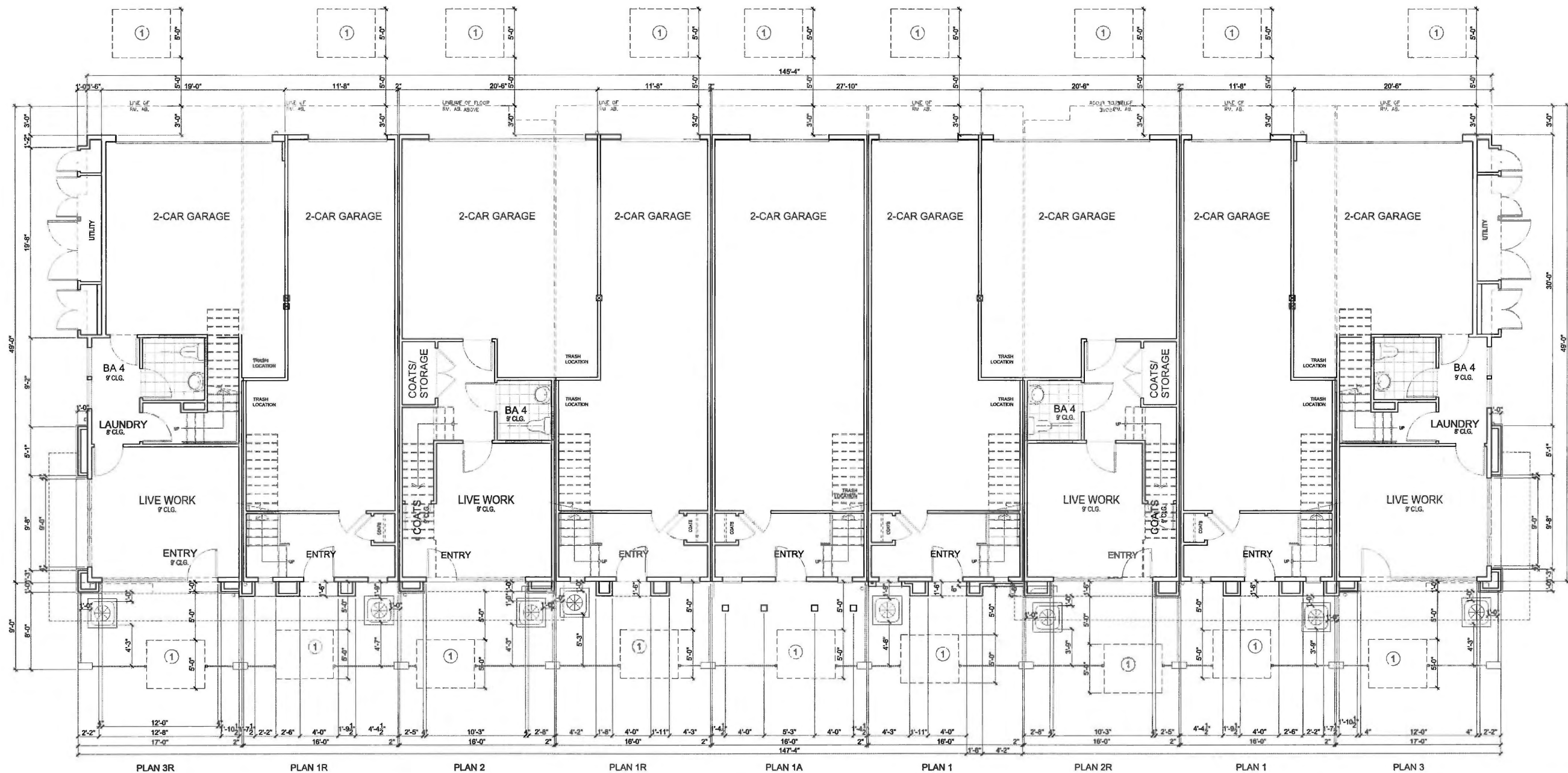
JOB#: 17024.02

SHEET NUMBER

A-9R2

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KEYNOTE:

- ① FIRE DEPT. LADDER PAD 5'X6' CENTERED WITH EGRESS WINDOW ABOVE STANDARD, LADDER SET-UP SHALL NOT BE OBSTRUCTED BY ARCH. FEATURES, FENCING, TREES, LANDSCAPE, PLANTERS OR OTHER OBSTRUCTIONS. REFER TO SHEET A-F1 FOR CITY OF SANTA CLARA FIRE DEPARTMENT LADDER PAD REQUIREMENTS. LADDER PAD POSITION IS BASE ON THE EGRESS WINDOW LOCATED ON THE THIRD FLOOR OF EACH UNIT.

SCALE: 3/16" = 1'-0"

LIVE WORK

FIRST FLOOR - 9 UNIT BUILDING

SCS DEVELOPMENT CO.

CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

DANIELIAN ASSOCIATES  
ARCHITECTURE + PLANNING  
SIXTY CORPORATE PARK IRVINE CALIFORNIA 92606

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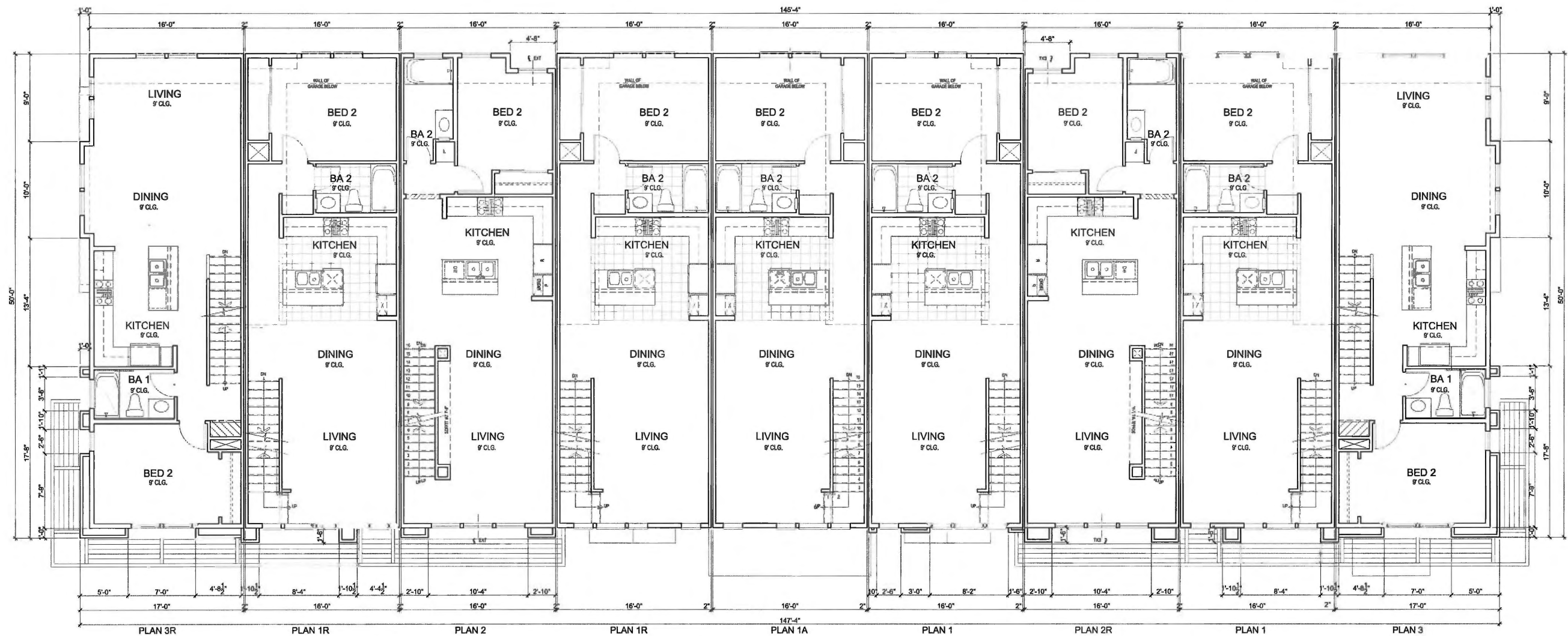
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SHEET NUMBER

A-91LW

- OF -

NOTE: FLOOR PLAN REFLECTS SPANISH ELEVATION. ITALIAN STYLE FLOOR PLAN SIMILAR



SCALE: 3/16" = 1'-0"  
 LIVE WORK  
 SECOND FLOOR - 9 UNIT BUILDING  
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 CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

**DANIELIAN ASSOCIATES**  
 ARCHITECTURE + PLANNING  
 SIXTY CORPORATE PARK IRVINE CALIFORNIA 92606

DATE: November 29, 2017

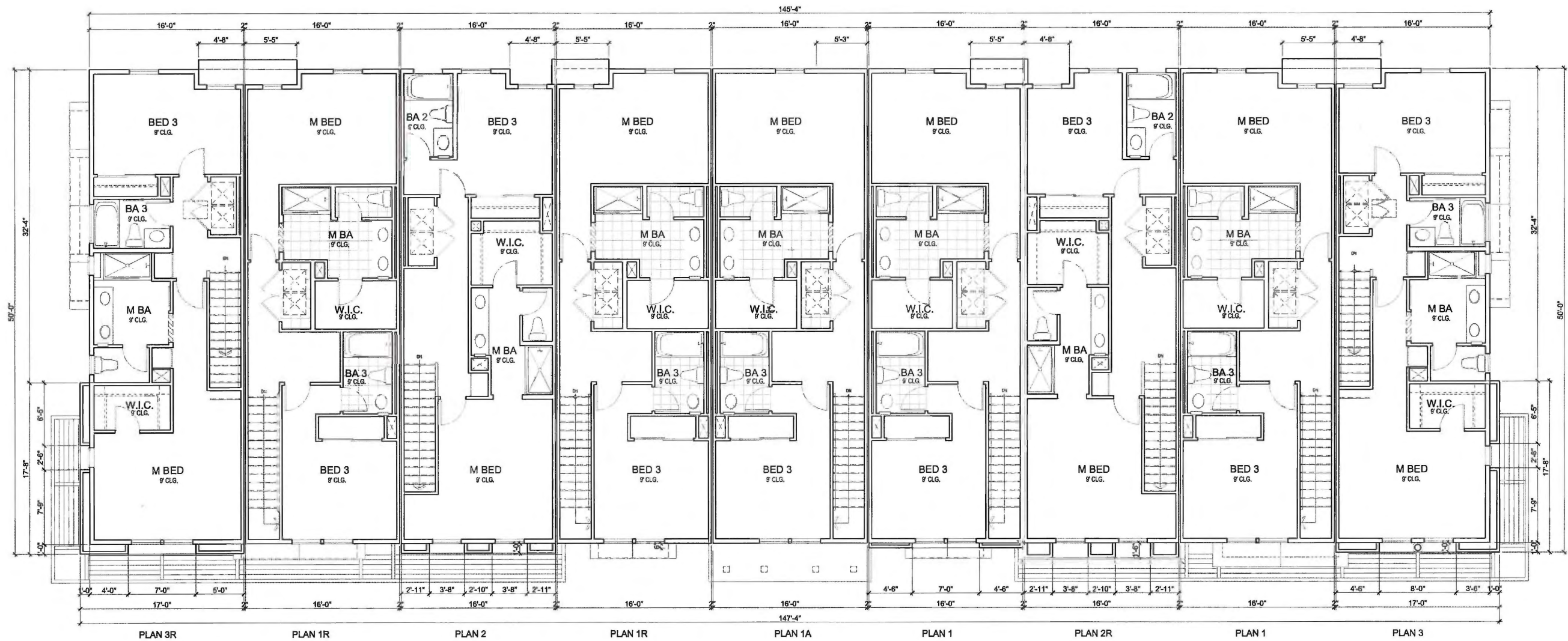
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SHEET NUMBER

**A-92LW**

NOTE: FLOOR PLAN REFLECTS SPANISH ELEVATION. ITALIAN STYLE FLOOR PLAN SIMILAR





SCALE: 3/16" = 1'-0"  
 LIVE WORK  
 THIRD FLOOR - 9 UNIT BUILDING  
 SCS DEVELOPMENT CO.  
 CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

**DANIELIAN ASSOCIATES**  
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 SIXTY CORPORATE PARK IRVINE CALIFORNIA 92606

JOB#: 17024.02

SHEET NUMBER

A-93LW

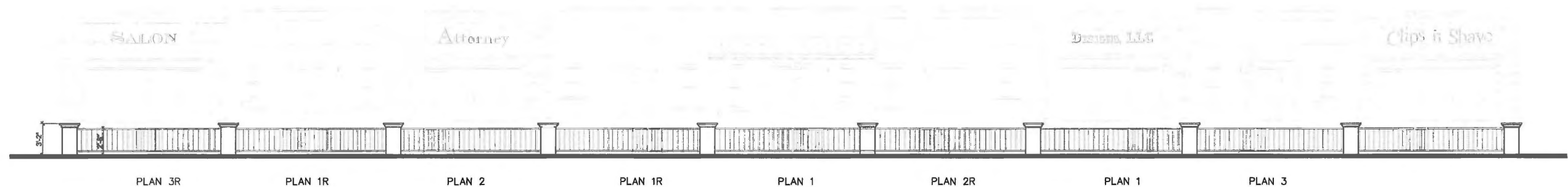
NOTE: FLOOR PLAN REFLECTS SPANISH ELEVATION. ITALIAN STYLE FLOOR PLAN SIMILAR

DATE: November 29, 2017

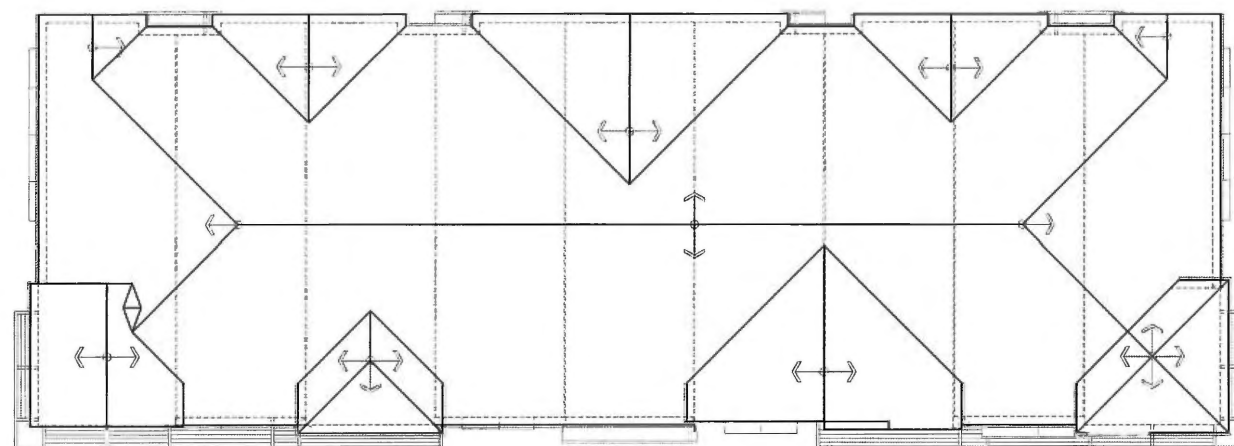




FRONT ELEVATION  
SCALE: 3/16" = 1'-0"



GARDEN WALL  
SCALE: 3/16" = 1'-0"



ROOF PLAN  
(5:12 TYP. ROOF PITCH)  
SCALE: 3/32" = 1'-0"

#### MATERIALS LEGEND

1. 'S' TILE ROOF
2. SMOOTH STUCCO FINISH
3. SMOOTH STUCCO OVER FOAM TRIM
4. WOOD POSTS/ CORBELS/ RAFTER TAILS
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15. WOOD RAFTER TAILS
16. LIGHTWEIGHT METAL AWNING

SPANISH STYLE  
LIVE WORK  
9 UNIT FRONT ELEVATION  
**SCS DEVELOPMENT CO.**  
CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

**DANIELIAN ASSOCIATES**  
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DATE: November 29, 2017

JOB#: 17024.02

SHEET NUMBER

A-94LW

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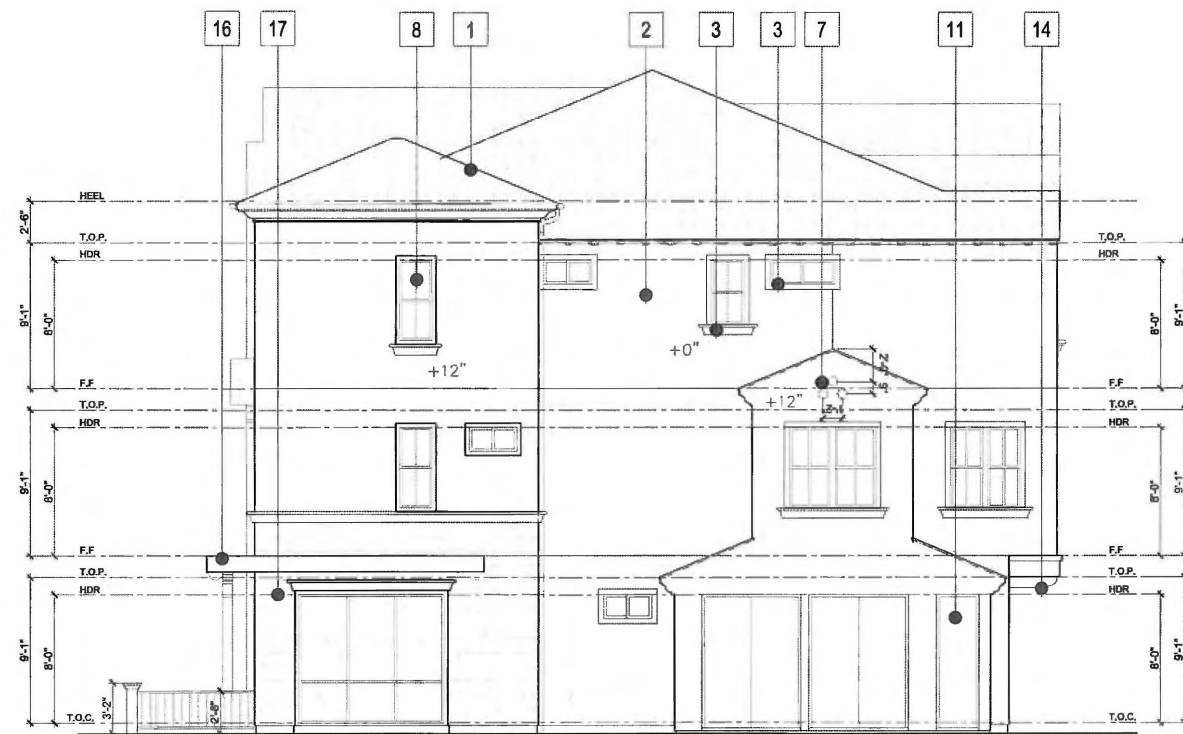




REAR ELEVATION  
SCALE: 3/16" = 1'-0"



LEFT ELEVATION  
SCALE: 3/16" = 1'-0"



RIGHT ELEVATION  
SCALE: 3/16" = 1'-0"

#### MATERIALS LEGEND

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14. WOOD CORBELS
15. WOOD RAFTER TAILS
16. LIGHTWEIGHT METAL AWNING
17. STONE VENEER

SCALE: 3/16" = 1'-0"  
SPANISH STYLE

LIVE WORK

9 UNIT REAR AND SIDE ELEVATIONS

SCS DEVELOPMENT CO.

CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

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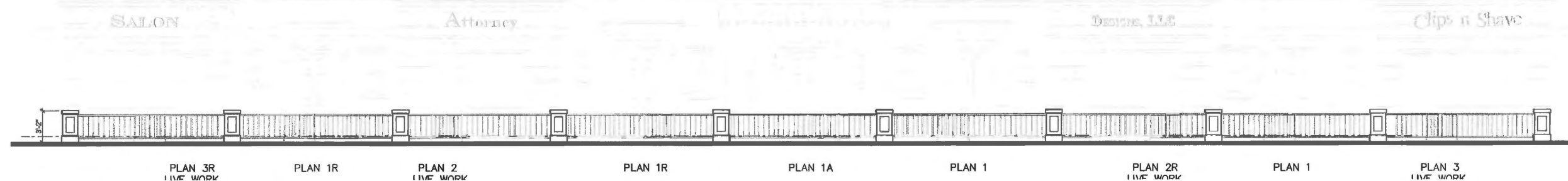
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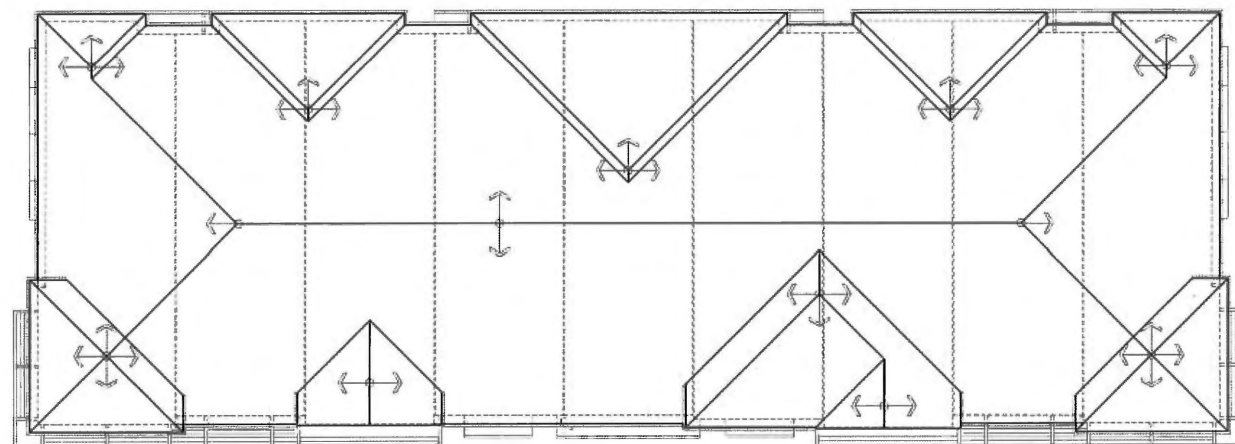




FRONT ELEVATION  
SCALE: 3/16" = 1'-0"



GARDEN WALL  
SCALE: 3/16" = 1'-0"



ROOF PLAN  
(5:12 TYP. ROOF PITCH)  
SCALE: 3/32" = 1'-0"

#### MATERIALS LEGEND

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13. STONE VENEER

ITALIAN STYLE  
LIVE WORK  
9 UNIT FRONT ELEVATION  
**SCS DEVELOPMENT CO.**  
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**A-96LW**

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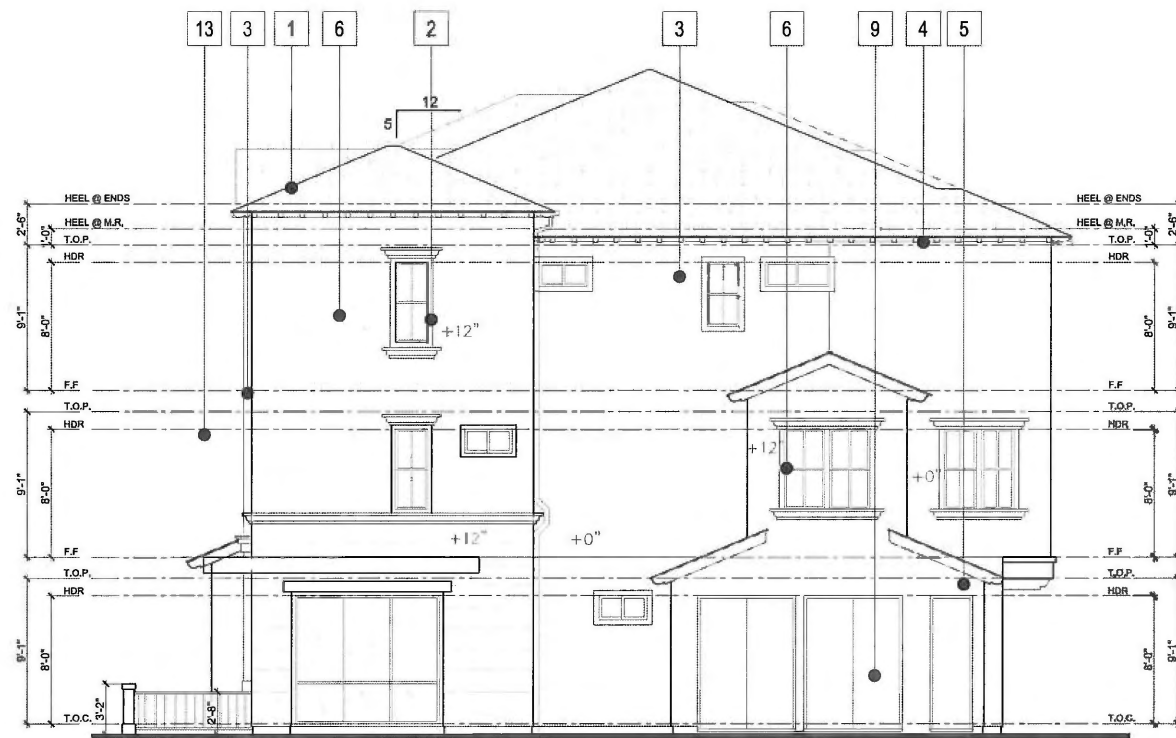




REAR ELEVATION  
SCALE: 3/16" = 1'-0"



LEFT ELEVATION  
SCALE: 3/16" = 1'-0"



RIGHT ELEVATION  
SCALE: 3/16" = 1'-0"

#### MATERIALS LEGEND

1. 'S' TILE ROOF
2. SMOOTH STUCCO FINISH
3. SMOOTH STUCCO OVER FOAM TRIM
4. WOOD RAFTER TAILS
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6. RECESSED WINDOW
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11. BUILDING ADDRESS SIGN
12. LIGHTWEIGHT METAL AWNING
13. STONE VENEER

SCALE: 3/16" = 1'-0"  
ITALIAN STYLE  
LIVE WORK

9 UNIT REAR AND SIDE ELEVATIONS  
SCS DEVELOPMENT CO.  
CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

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DATE: November 29, 2017

JOB#: 17024.02

SHEET NUMBER

**A-97LW**

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PLAN 3R

PLAN 1R

PLAN 2

PLAN 1R

PLAN 1A

PLAN 1

PLAN 2R

PLAN 1

PLAN 3

SCALE: 3/16" = 1'-0"

LIVE WORK

9 UNIT - SPANISH ELEVATION

SCS DEVELOPMENT CO.

CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

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DATE: November 29, 2017

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SHEET NUMBER

A-9LWR1

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PLAN 3R

PLAN 1R

PLAN 2

PLAN 1R

PLAN 1A

PLAN 1

PLAN 2R

PLAN 1

PLAN 3

SCALE: 3/16" = 1'-0"

LIVE WORK

9 UNIT - ITALIAN ELEVATION

SCS DEVELOPMENT CO.

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CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

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DATE: November 29, 2017

JOB#: 17024.02

SHEET NUMBER

A-9LWR2

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### Emergency Escape and Rescue Windows Access

#### PURPOSE:

This standard was established in order to ensure code compliant access to emergency escape and rescue windows where fire truck access is not feasible, due to topographical conditions.

#### DEFINITIONS:

**All-Weather Pathway/Surface:** Concrete, asphalt, pavers, or other approved engineered surface. Pathway shall be engineered to support a minimum 1,000 pound load.

**Emergency Escape and Rescue Window:** An operable window, or other similar device that provides for a means of escape and access for rescue in the event of an emergency.

**Ladder Pad:** A level, slip-resistant, all-weather surface, capable of supporting the weight of the ladder, firefighter(s) in gear, equipment, and person(s) to be rescued. Ladder pads shall be engineered to support a minimum 1000 pound load.

#### REQUIREMENTS:

##### Building Perimeter

Ground ladder access shall comply with all of the following:

1. All-weather pathway shall be provided around the entire perimeter of the building;
2. Pathway width shall be a minimum of 60-inches;
3. Pathway shall be designed and installed so that the extended ladder angle of inclination is at least 70° and no greater than 76° from horizontal. An easy way to determine the proper distance is to divide the required length of ladder by four. For example, if 32 feet of ladder is needed to reach a window on the third floor, the butt of the ladder should be placed a minimum of 8 feet from the building (see Figure 1).
4. Ladder set-up shall not be obstructed by architectural features, trees, or landscaping.

##### Interior Courts

When an all-weather pathway is not a desirable option ladder pads complying with all of the following requirements can be utilized:

1. A straight pathway from the public-way through the building to the interior court(s) shall be provided (code compliant stair are acceptable);
2. Pathway width through the building shall be a minimum of 72" in width;
3. Ladder pads shall not less than 6'-0" wide by 5'-0" deep and shall allow the unobstructed raising of the ladder free of overhead obstacles;
4. Ladder pads pathway shall be designed and installed so that the extended ladder angle of inclination is at least 70° and no greater than 76° from horizontal. An easy way to determine the proper distance is to divide the required length of ladder by four. For example, if 32 feet of ladder is needed to reach a window on the 3<sup>rd</sup> floor, the butt of the ladder should be placed a minimum of 8 feet from the building (see Figure 2).
5. Ladder Pads shall be permanently marked "Fire Dept. Ladder Pad".
6. Ladder set-up shall not be obstructed by architectural features, trees, or landscaping.

Figure #1: Ground Ladder on Pathway

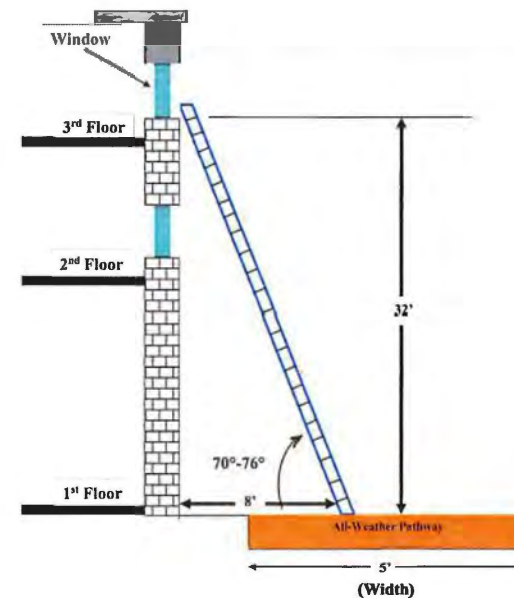
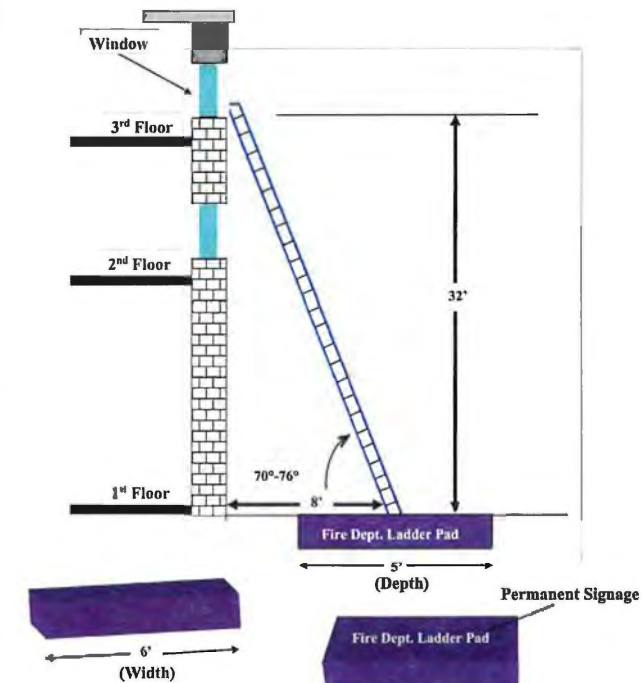


Figure #2: Ground Ladder on Fire Dept. Ladder Pad



TYPICAL DIAGRAM LADDER PAD LOCATION FOR CATALINA

SIMILAR CONDITION FOR 8-PLEX, 9-PLEX AND 9-PLEX LIVE/WORK

SCALE: 3/16" = 1'-0"

# EMERGENCY ESCAPE AND RESCUE WINDOWS ACCESS SCS DEVELOPMENT CO. CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

**DANIELIAN ASSOCIATES**  
 ARCHITECTURE + PLANNING  
 SIXTY CORPORATE PARK IRVINE CALIFORNIA 92606

DATE: November 29, 2017

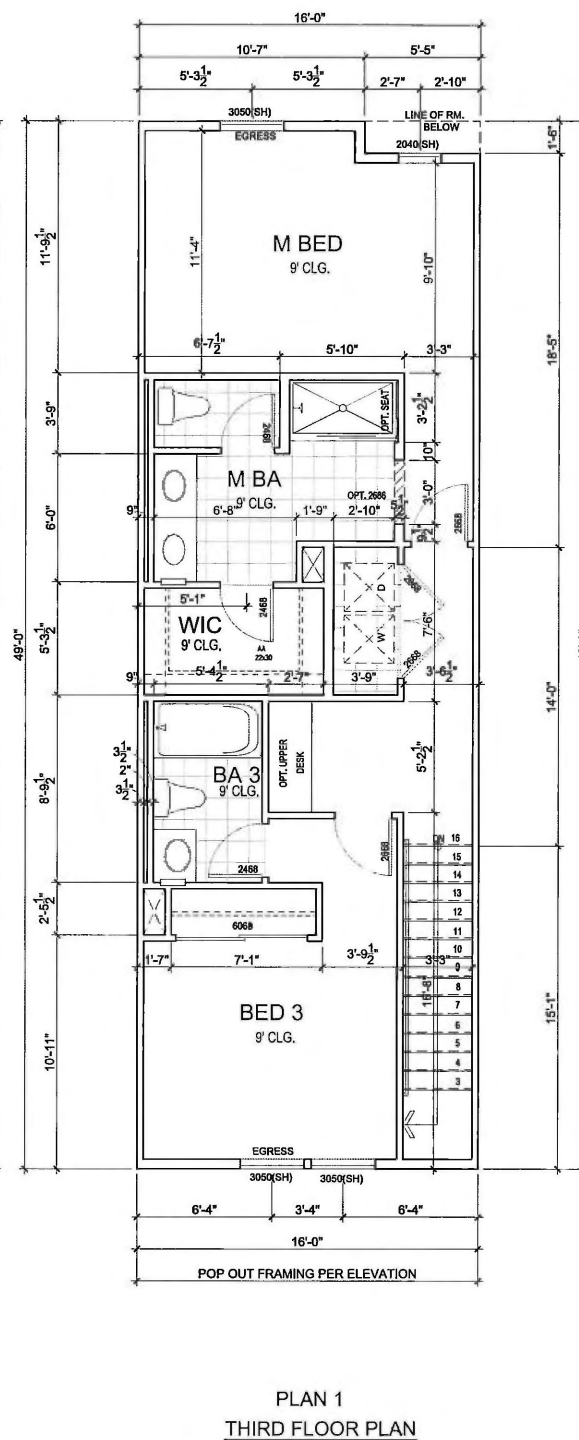
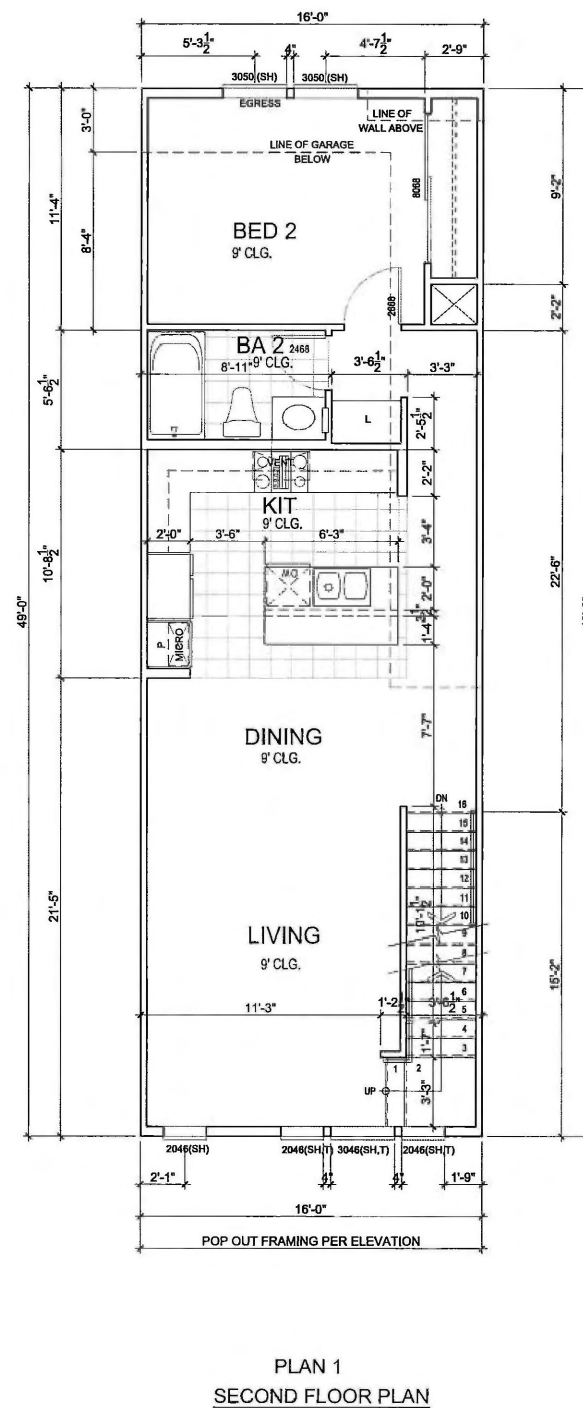
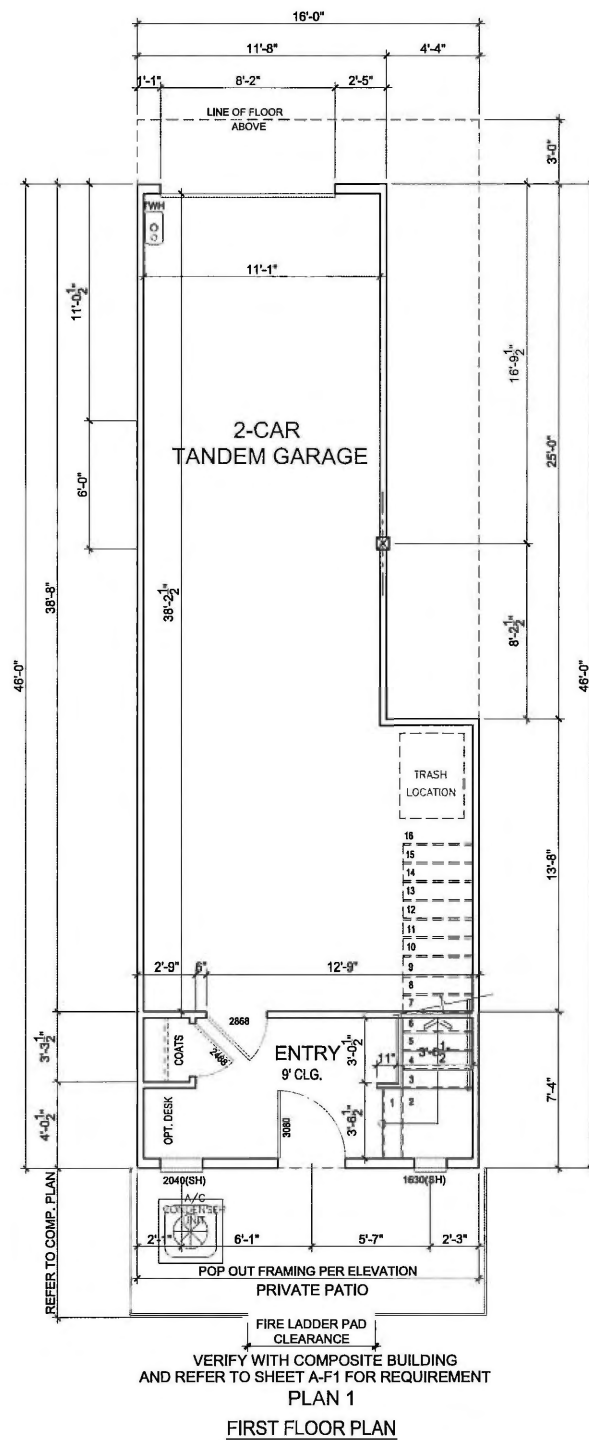
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SHEET NUMBER

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PLAN 1 GROSS AREA TABULATION

FIRST FLOOR	= 113 SQ.FT.
SECOND FLOOR	= 727 SQ.FT.
THIRD FLOOR	= 776 SQ.FT.
TOTAL LIVING AREA	= 1,616 SQ.FT.
GARAGE AREA	= 511 SQ.FT.

SCALE: 1/4" = 1'-0"

UNIT PLAN 1

SCS DEVELOPMENT CO.

CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

DANIELIAN ASSOCIATES

ARCHITECTURE + PLANNING

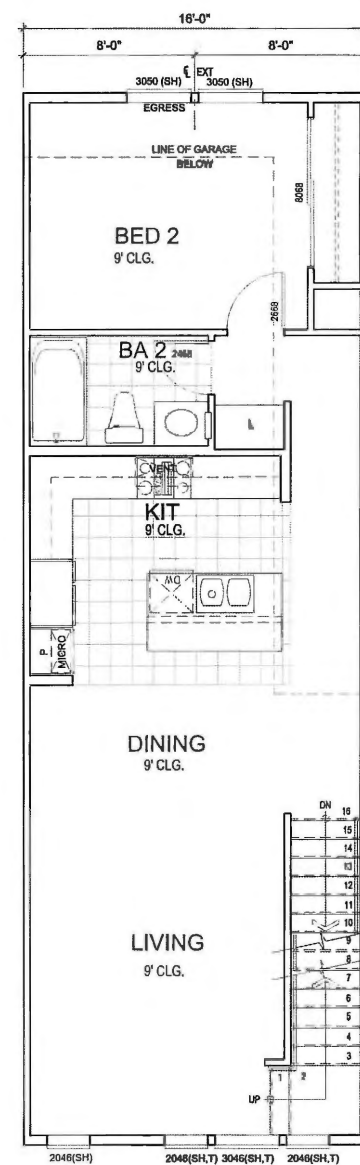
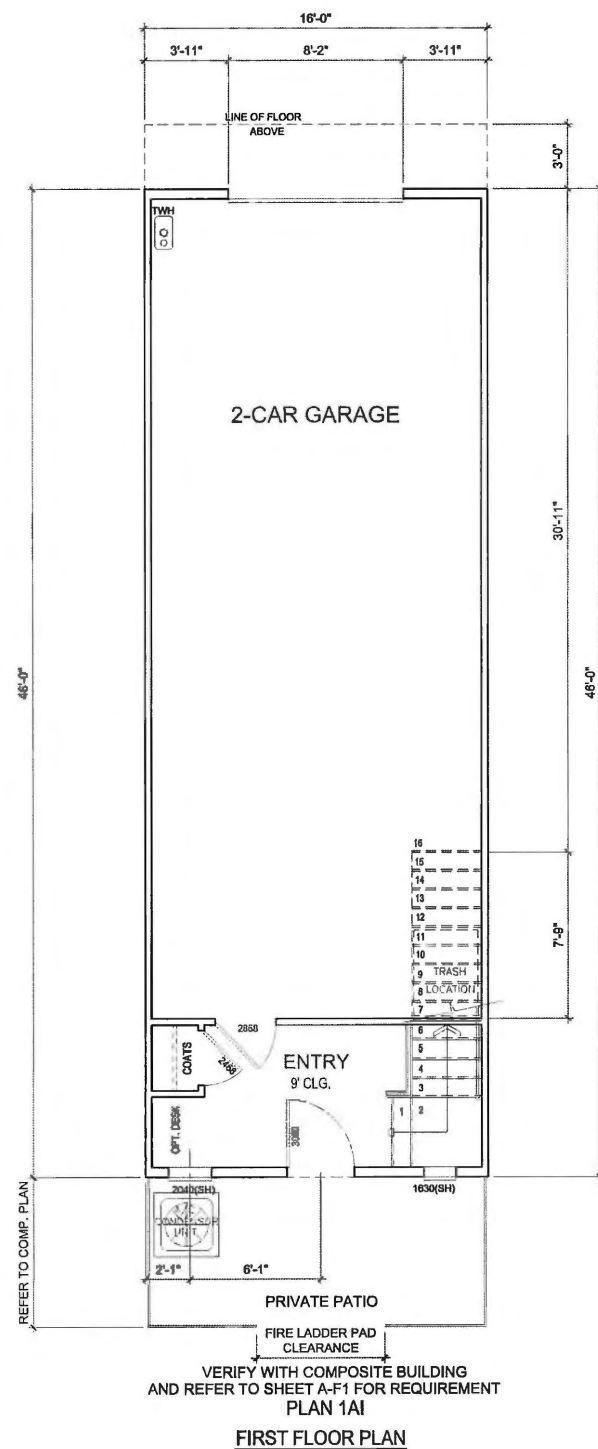
SIXTY CORPORATE PARK IRVINE CALIFORNIA 92606

JOB#: 17024.02

SHEET NUMBER

A-U1

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<u>PLAN 1A1 GROSS AREA TABULATION</u>	
FIRST FLOOR	= 113 SQ.FT.
SECOND FLOOR	= 724 SQ.FT.
THIRD FLOOR	= 784 SQ.FT.
TOTAL LIVING AREA	= <u>1,621 SQ.FT.</u>
GARAGE AREA	= 623 SQ.FT.

SCALE: 1/4" = 1'-0"

UNIT PLAN 1AI - ALTERNATE INTERIOR UNIT PLAN  
SCS DEVELOPMENT CO.  
CATALINA

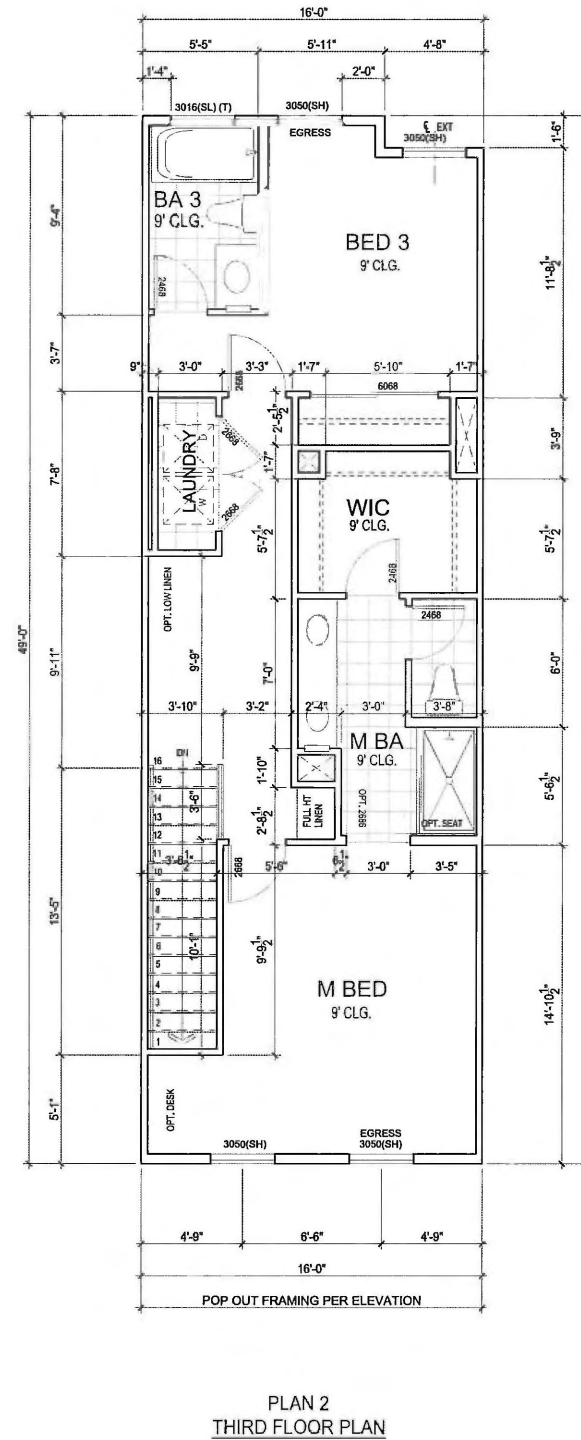
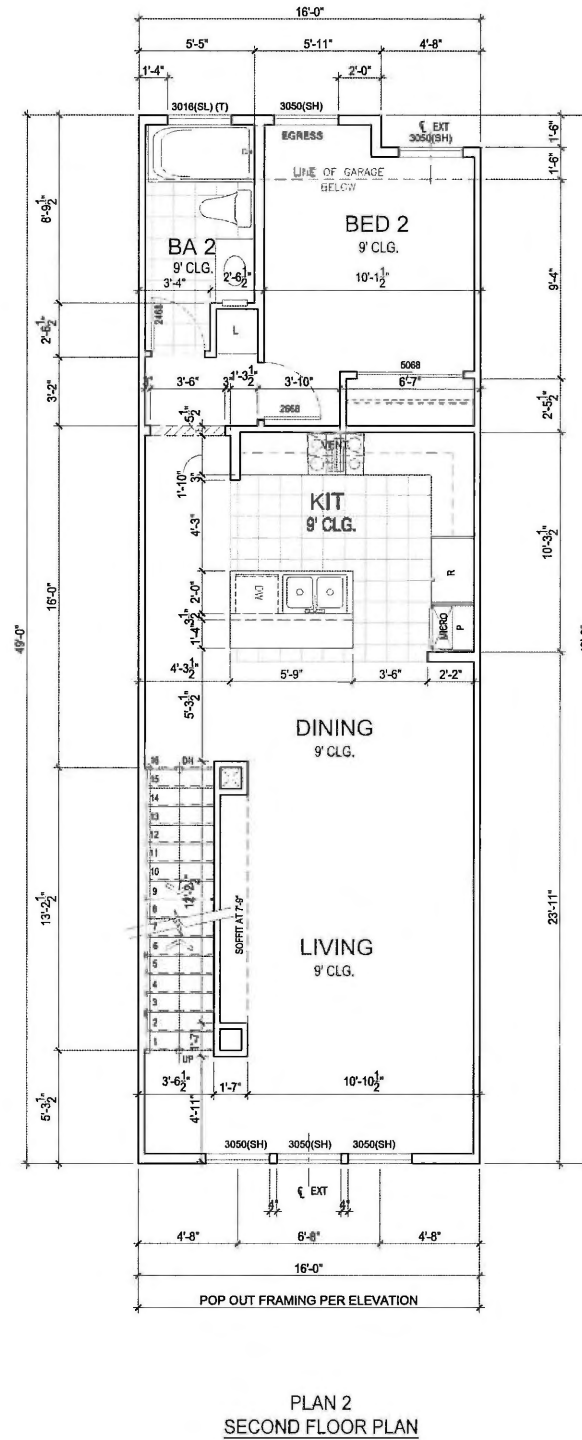
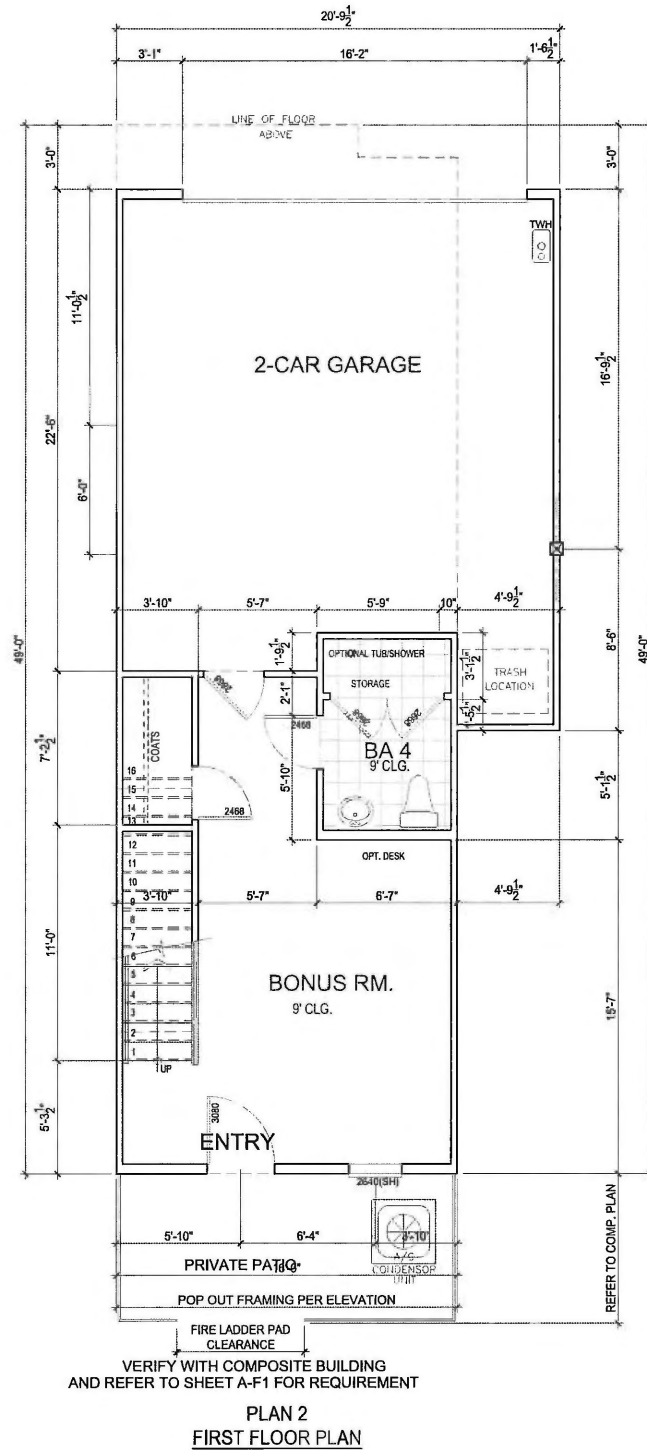
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DATE: November 29, 2017



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PLAN 2 GROSS AREA TABULATION

FIRST FLOOR	=	388 SQ.FT.
SECOND FLOOR	=	731 SQ.FT.
THIRD FLOOR	=	777 SQ.FT.
TOTAL LIVING AREA	=	1,896 SQ.FT.
GARAGE AREA	=	465 SQ.FT.

SCALE: 1/4" = 1'-0"

UNIT PLAN 2

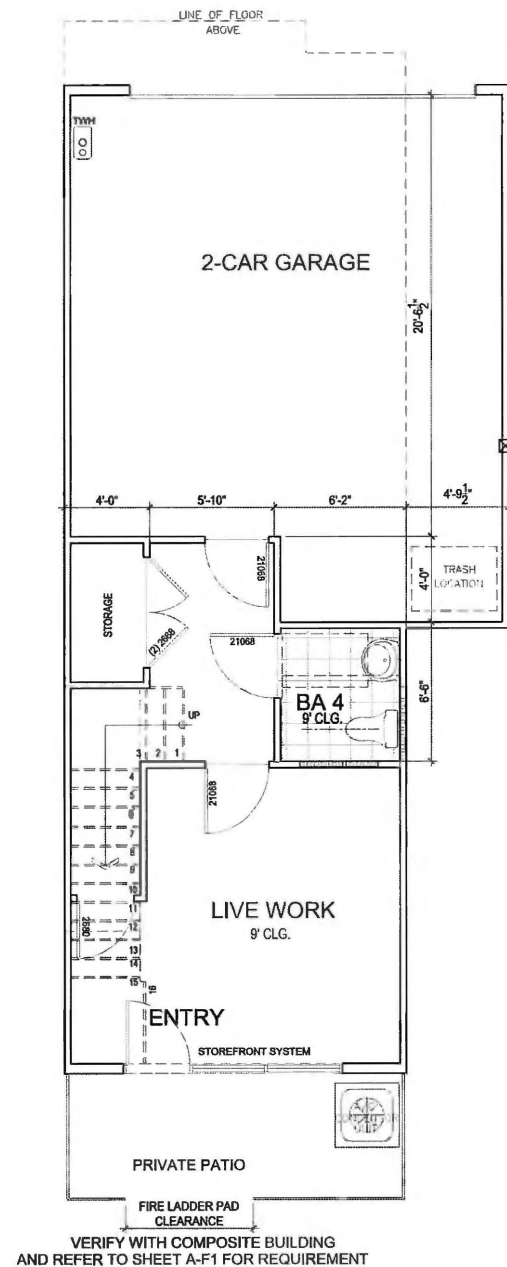
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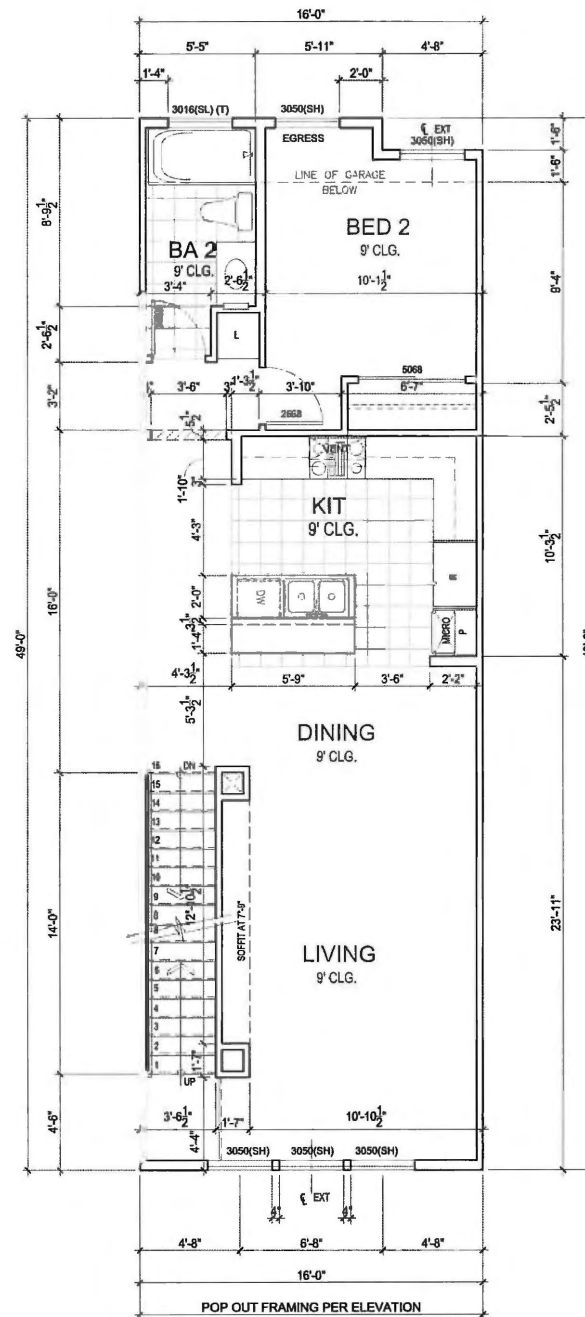
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SIXTY CORPORATE PARK IRVINE CALIFORNIA 92606

DATE: November 29, 2017

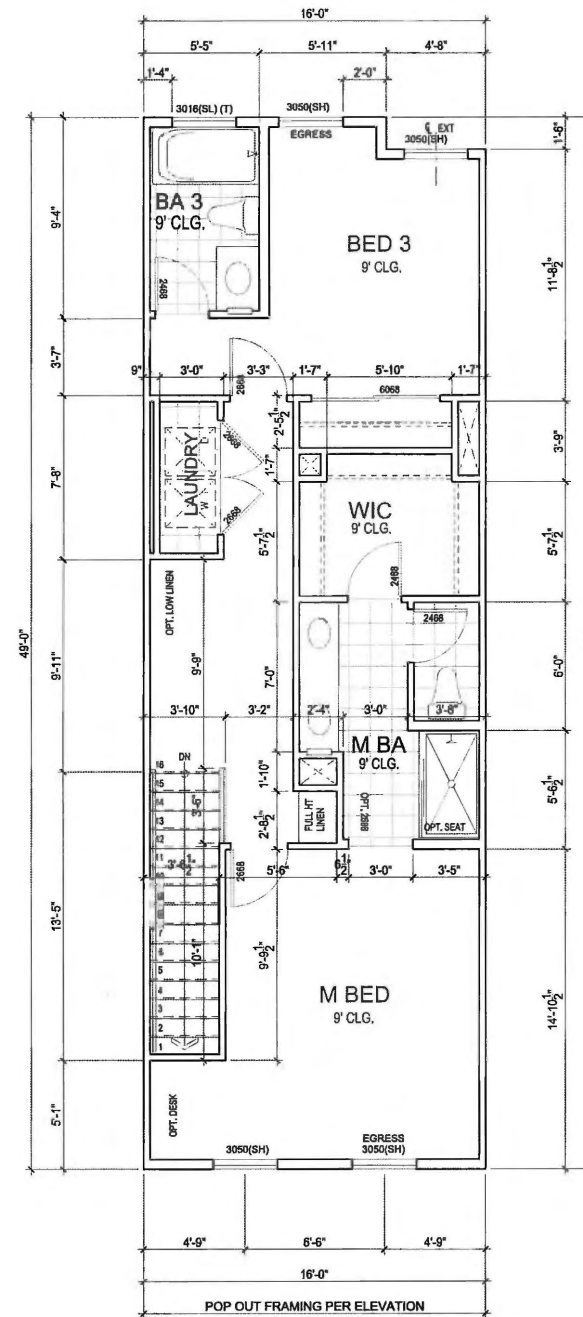
JOB#: 17024.02  
SHEET NUMBER  
A-U2  
- OF -



PLAN 2  
FIRST FLOOR PLAN  
w/ ADA COMPLIANT BA 4



PLAN 2  
SECOND FLOOR PLAN



PLAN 2  
THIRD FLOOR PLAN

PLAN 2 GROSS AREA TABULATION

FIRST FLOOR	= 388 SQ.FT.
SECOND FLOOR	= 731 SQ.FT.
THIRD FLOOR	= 777 SQ.FT.
TOTAL LIVING AREA	= 1,896 SQ.FT.
GARAGE AREA	= 465 SQ.FT.

SCALE: 1/4" = 1'-0"

LIVE WORK UNIT PLAN 2  
SCS DEVELOPMENT CO.  
CATALINA

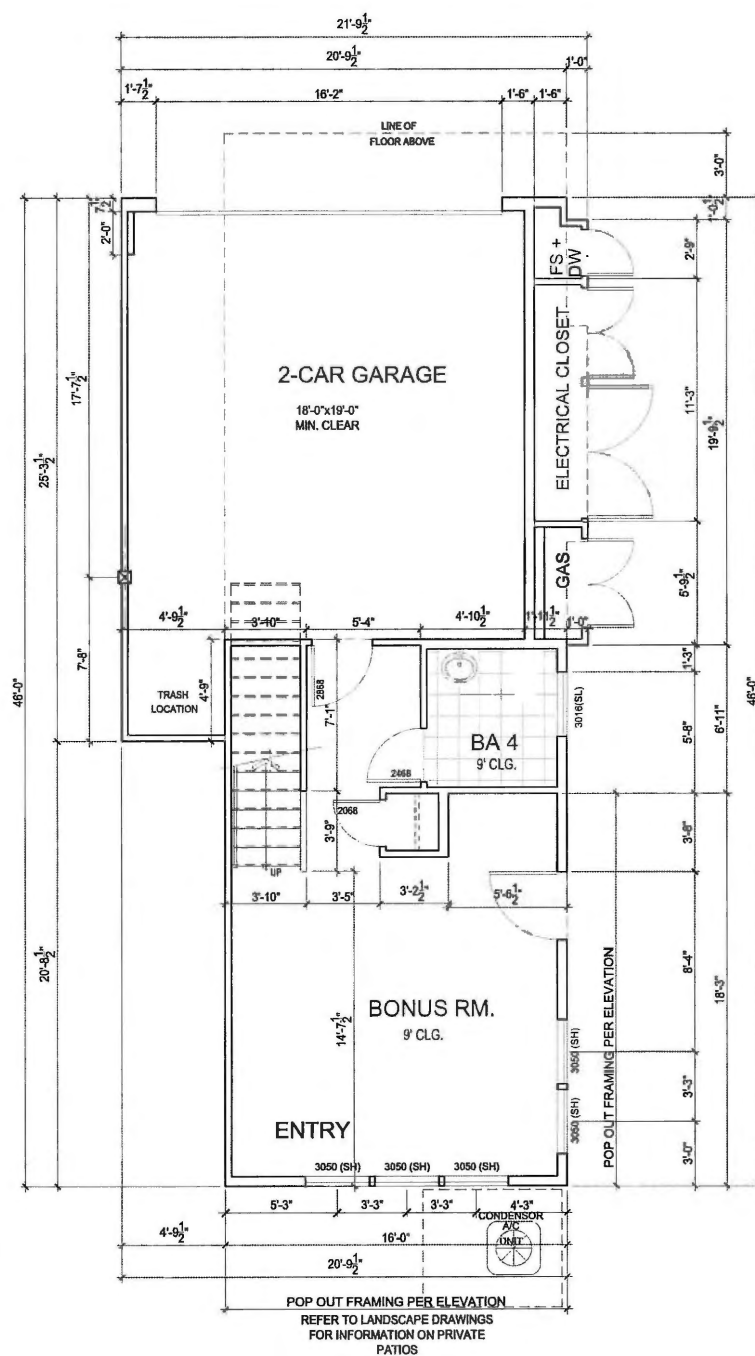
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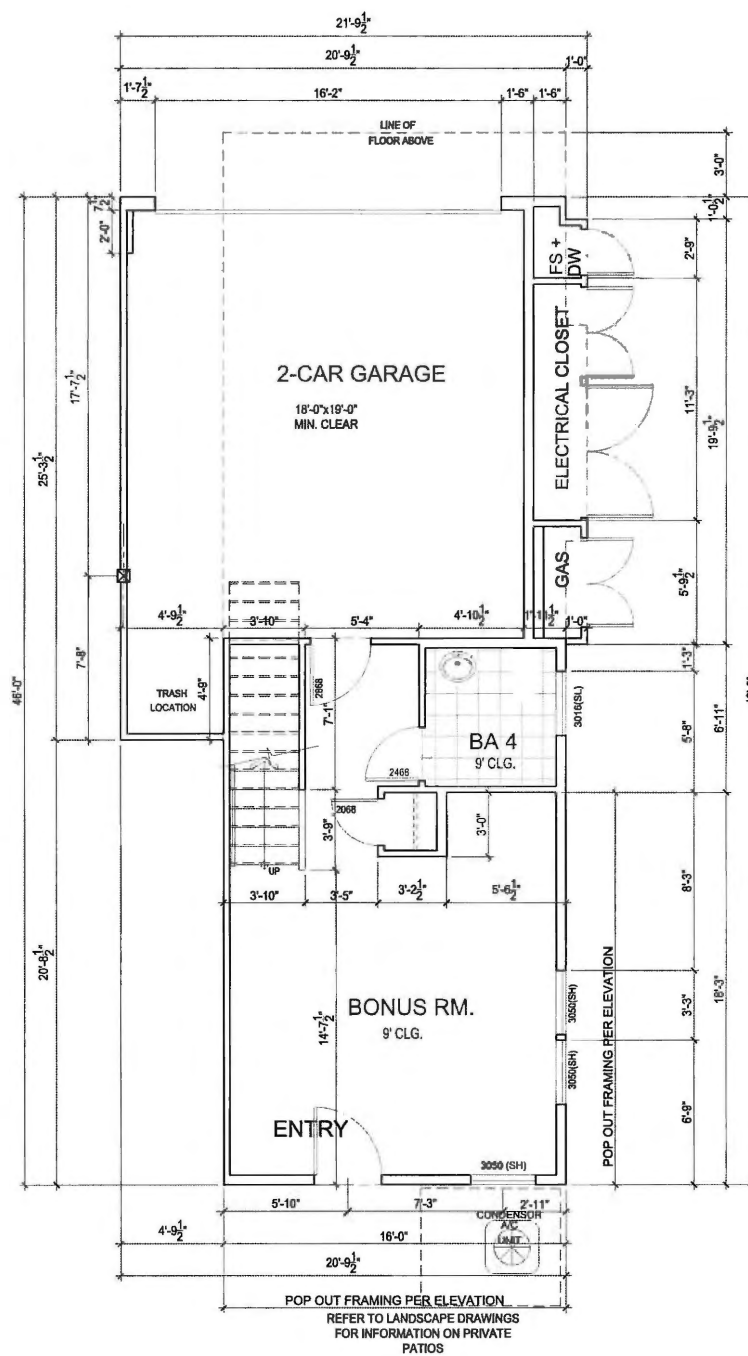
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JOB#: 17024.02  
SHEET NUMBER  
A-U2LW  
- OF -

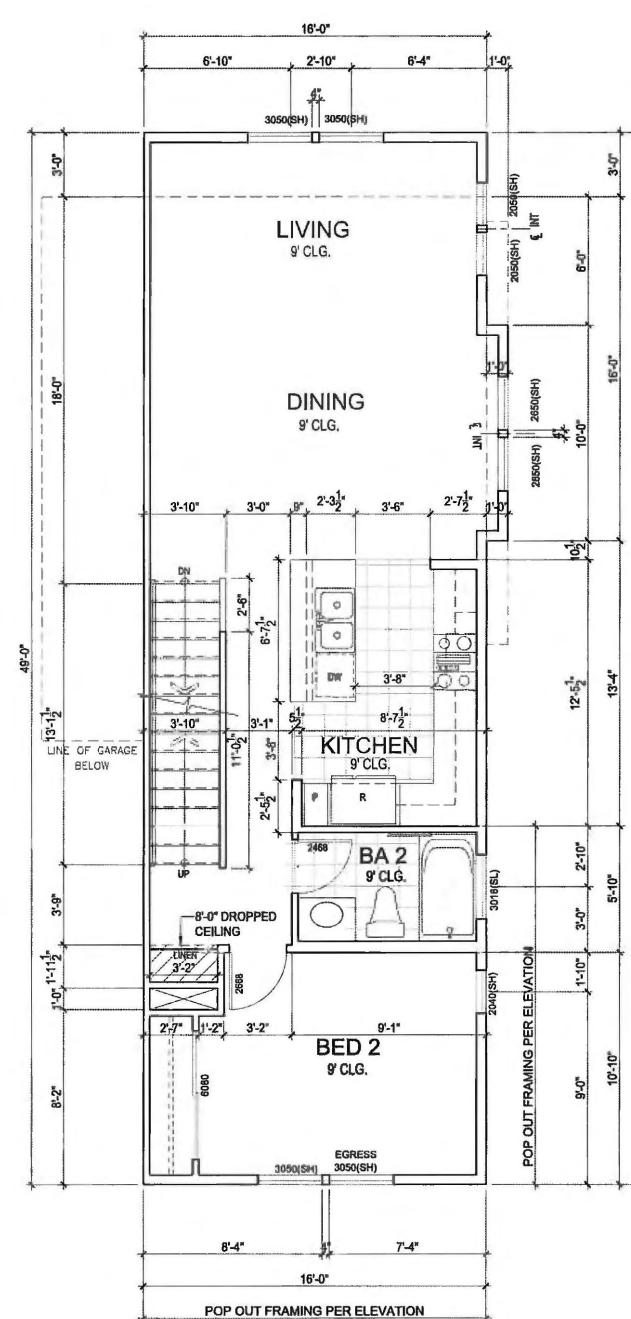




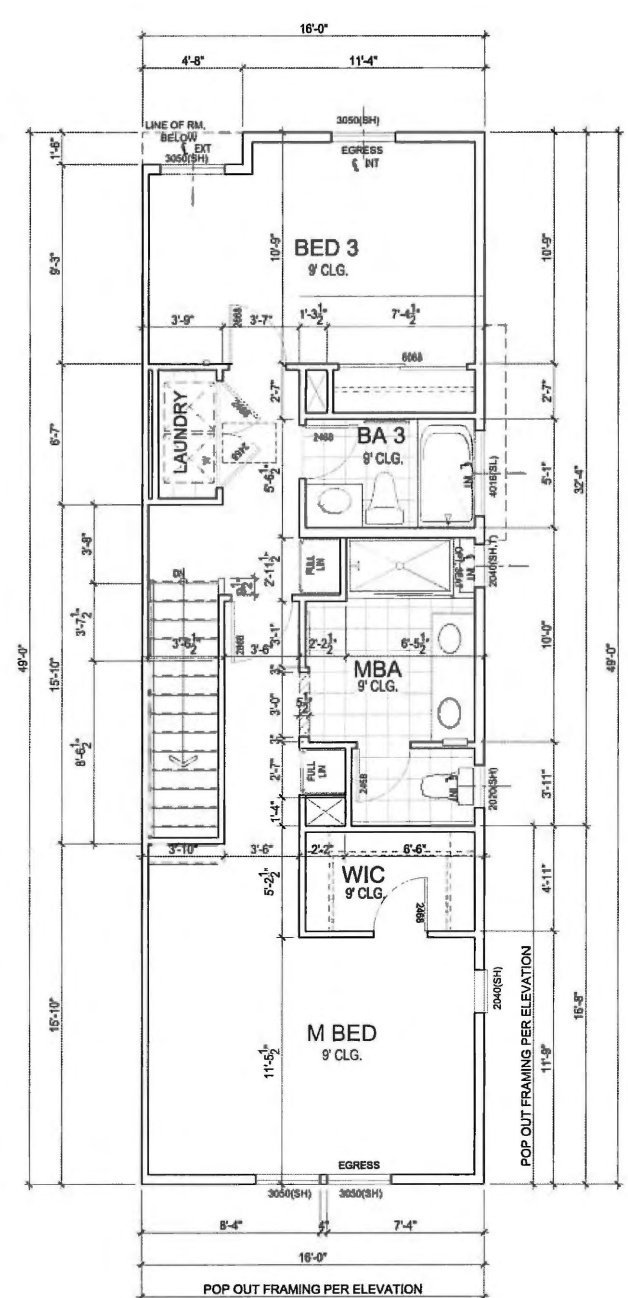
PLAN 3A  
FIRST FLOOR PLAN  
THIS PLAN OCCURS ON BUILDINGS 1, 2 & 3  
FACING CIVIC CENTER DRIVE



PLAN 3  
FIRST FLOOR PLAN



PLAN 3  
SECOND FLOOR PLAN



PLAN 3  
THIRD FLOOR PLAN

SCALE: 1/4" = 1'-0"  
UNIT PLAN 3

### UNIT PLAN 3

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SHEET NUMBER

A-U3

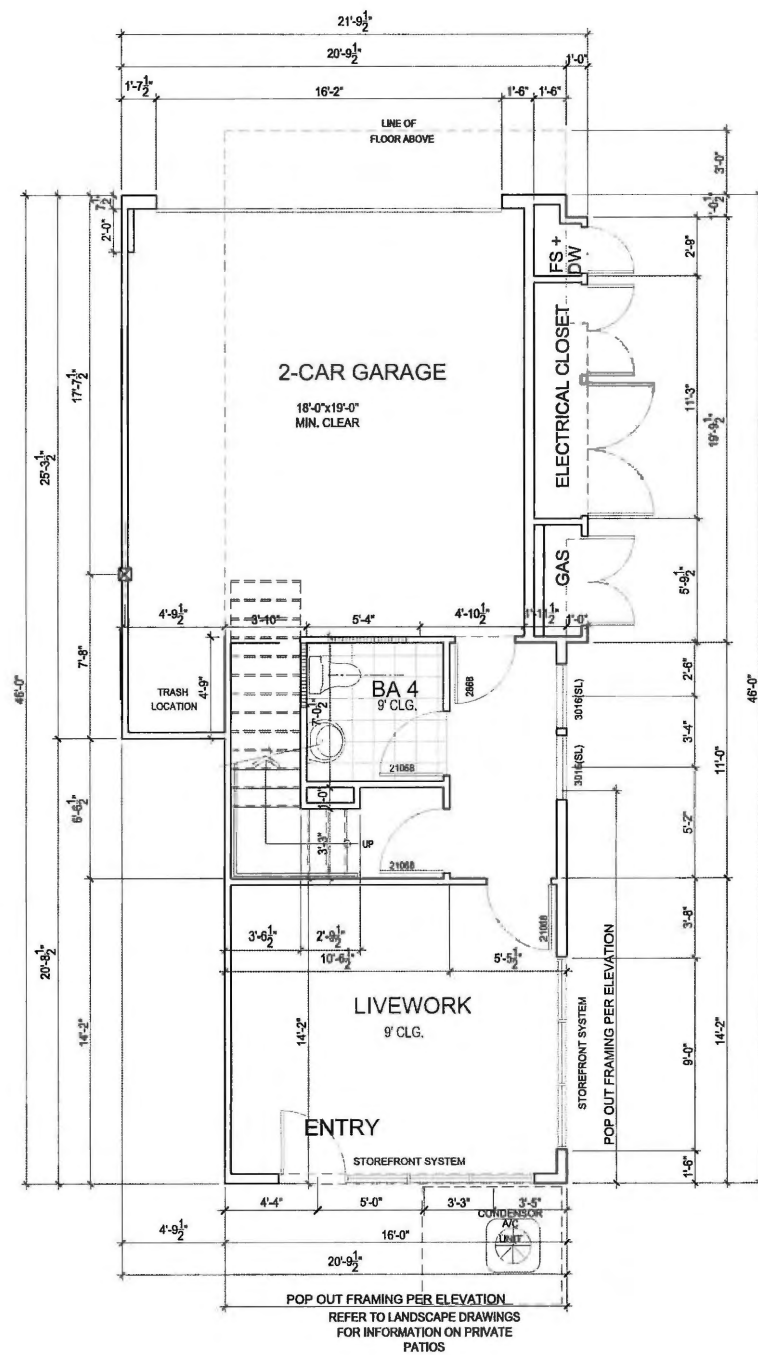
PLAN 3 (LIVE/WORK) GROSS AREA TABULATION

FIRST FLOOR (WORK)	=	409 SQ.FT.
SECOND FLOOR	=	747 SQ.FT.
THIRD FLOOR	=	781 SQ.FT.
TOTAL LIVING AREA	=	<u>1,937 SQ.FT.</u>

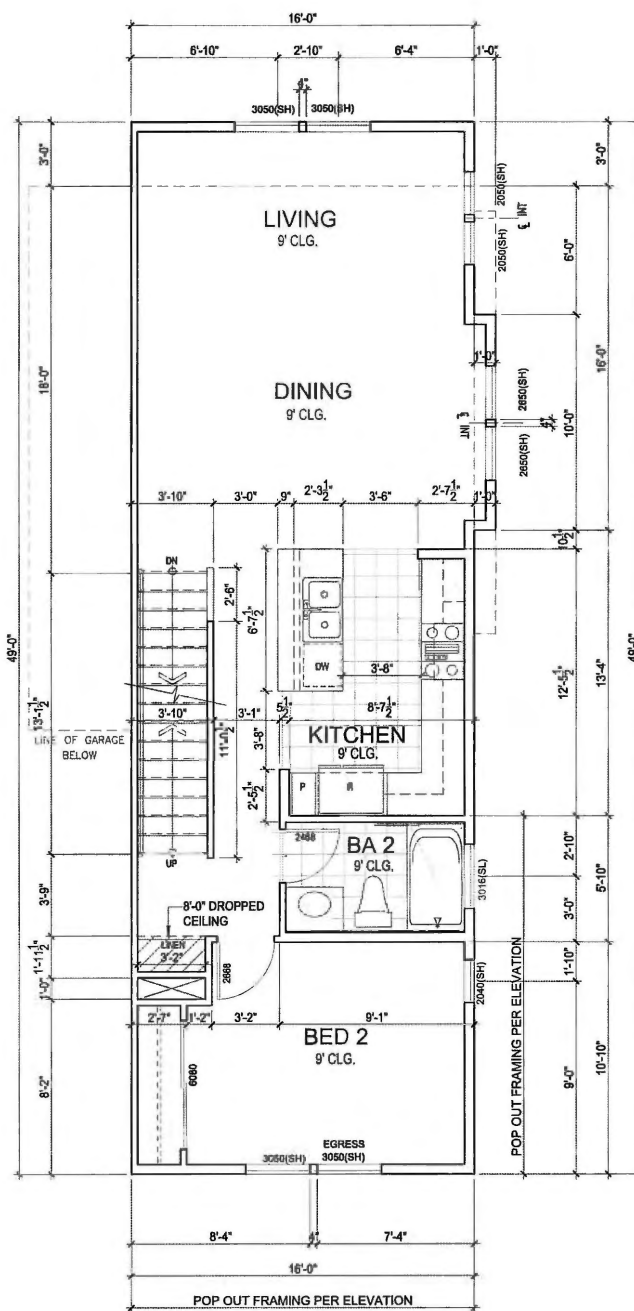
GARAGE AREA = 415 SQ.FT.  
UTILITY CLOSET = 51 SQ.FT.

DATE: November 29, 2017

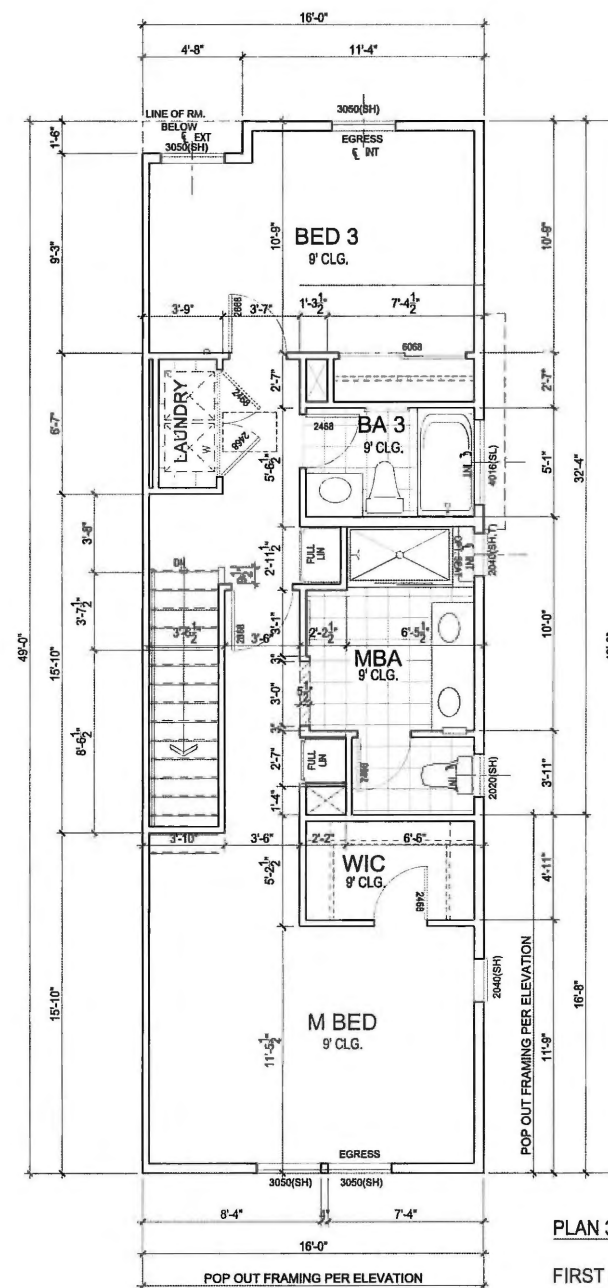




PLAN 3  
FIRST FLOOR PLAN



PLAN 3  
SECOND FLOOR PLAN



PLAN 3  
THIRD FLOOR PLAN

PLAN 3 (LIVE/WORK) GROSS AREA TABULATIC

FIRST FLOOR (WORK)	=	409 SQ.FT.
SECOND FLOOR	=	747 SQ.FT.
THIRD FLOOR	=	781 SQ.FT.
TOTAL LIVING AREA	=	1,937 SQ.FT.
GARAGE AREA	=	415 SQ.FT.
UTILITY CLOSET	=	51 SQ.FT.

SCALE: 1/4" = 1'-0"  
LIVE WORK UNIT PLAN 3  
SCS DEVELOPMENT CO.  
CATALINA

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

DANIELIAN ASSOCIATES  
ARCHITECTURE + PLANNING  
SIXTY CORPORATE PARK IRVINE CALIFORNIA 92606

DATE: November 29, 2017

JOB#: 17024.02

SHEET NUMBER

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