

RESOLUTION NO. 18-8533

**A RESOLUTION OF THE CITY OF SANTA CLARA,
CALIFORNIA TO ADOPT THE MITIGATED NEGATIVE
DECLARATION AND THE MITIGATION MONITORING AND
REPORTING PROGRAM FOR THE MIXED-USE
DEVELOPMENT PROJECT LOCATED AT 3402 EL CAMINO
REAL, SANTA CLARA**

PLN2017-12578 (Rezone)
CEQ2017-01033 (Mitigated Negative Declaration)

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

WHEREAS, on April 3, 2017, Jeremy Heggberg, on behalf of De Anza Properties ("Applicant") filed an application for the 2.27 acre site located at 3402 El Camino Real currently occupied by two, one-story commercial buildings totaling approximately 23,450 square feet of floor area and surface parking lot ("Project Site");

WHEREAS, the Applicant applied to rezone the Project Site from Thoroughfare Commercial (CT) to Planned Development (PD) to allow a mixed-use development of 66 apartment units over 9,919 square feet of commercial space ("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 March 5, 2018 to April 5, 2018;

WHEREAS, On April 11, 2018, the Planning Commission held a duly noticed public hearing to consider the Project, MND, MMRP, and all pertinent information in the record, at the conclusion of which, the Planning Commission voted to recommend that the City Council adopt the MND and MMRP;

WHEREAS, on May 4, 2018, the notice of public hearing for the May 15, 2018, City Council meeting for this item was posted at least three conspicuous locations within 1,000 feet of the project site and was mailed to all property owners within a 1,000 foot radius and additional residential properties beyond 1,000 feet of the Project Site; and

WHEREAS, On May 29, 2018, the City Council held a duly noticed public hearing to consider the Project, MND, MMRP, and all pertinent information in the record during which the Council 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 CITY OF SANTA CLARA AS FOLLOWS:

1. That the City Council hereby finds that the above Recitals are true and correct and by this reference makes them a part hereof.
2. That the City Council 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 City Council hereby finds that the MND is complete, prepared in compliance with CEQA, and represents the independent judgment of the City Council.
4. That the City Council hereby finds that the MND and MMRP for this Project have 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 City Council hereby adopts the MND and MMRP for the Project as required by the CEQA Guidelines (14 Cal. Code of Regs. § 15074).

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 CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE 29th DAY OF MAY, 2018, BY THE FOLLOWING VOTE:

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

ATTEST: 
For JENNIFER YAMAGUMA
ACTING CITY CLERK
CITY OF SANTA CLARA

Attachments Incorporated by Reference:

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

Initial Study

3402 El Camino Real Mixed Use (The Deck) Project



Cover image: DAHLIN

Prepared by



In Consultation with



March 2018

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ACRONYMS AND ABBREVIATIONS

CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
MND	Mitigated Negative Declaration
NOD	Notice of Determination
RWQCB	Regional Water Quality Control Board
USFWS	United States Fish and Wildlife Service

SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE INITIAL STUDY

The City of Santa Clara as the Lead Agency, has prepared this Initial Study for the 3402 El Camino Real Mixed Use (The Deck) Project, in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Santa Clara.

The project proposes to construct a four-story mixed-use development with 66 residential units and 9,330 square feet of ground floor retail. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 PUBLIC REVIEW PERIOD

Publication of this Initial Study marks the beginning of a 30-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 30-day public review period should be sent to:

Steve Le, Planner
1500 Warburton Avenue
Santa Clara, CA 95050
Phone: (408) 615-2468
Email: SLe@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 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 consideration 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

2.1 PROJECT TITLE

3402 El Camino Real Mixed Use (The Deck) Project

2.2 LEAD AGENCY CONTACT

City of Santa Clara
Community Development Department
1500 Warburton Avenue
Santa Clara, CA 95050

Steve Le, Planner
Phone: (408) 615-2468
Email: SLe@santaclaraca.gov

2.3 PROJECT APPLICANT

De Anza Properties
960 N. San Antonio Rd., Suite 114
Los Altos, CA 94022

Jeremy Haggberg
Email: jhaggberg@deanzaproperties.com

2.4 PROJECT LOCATION

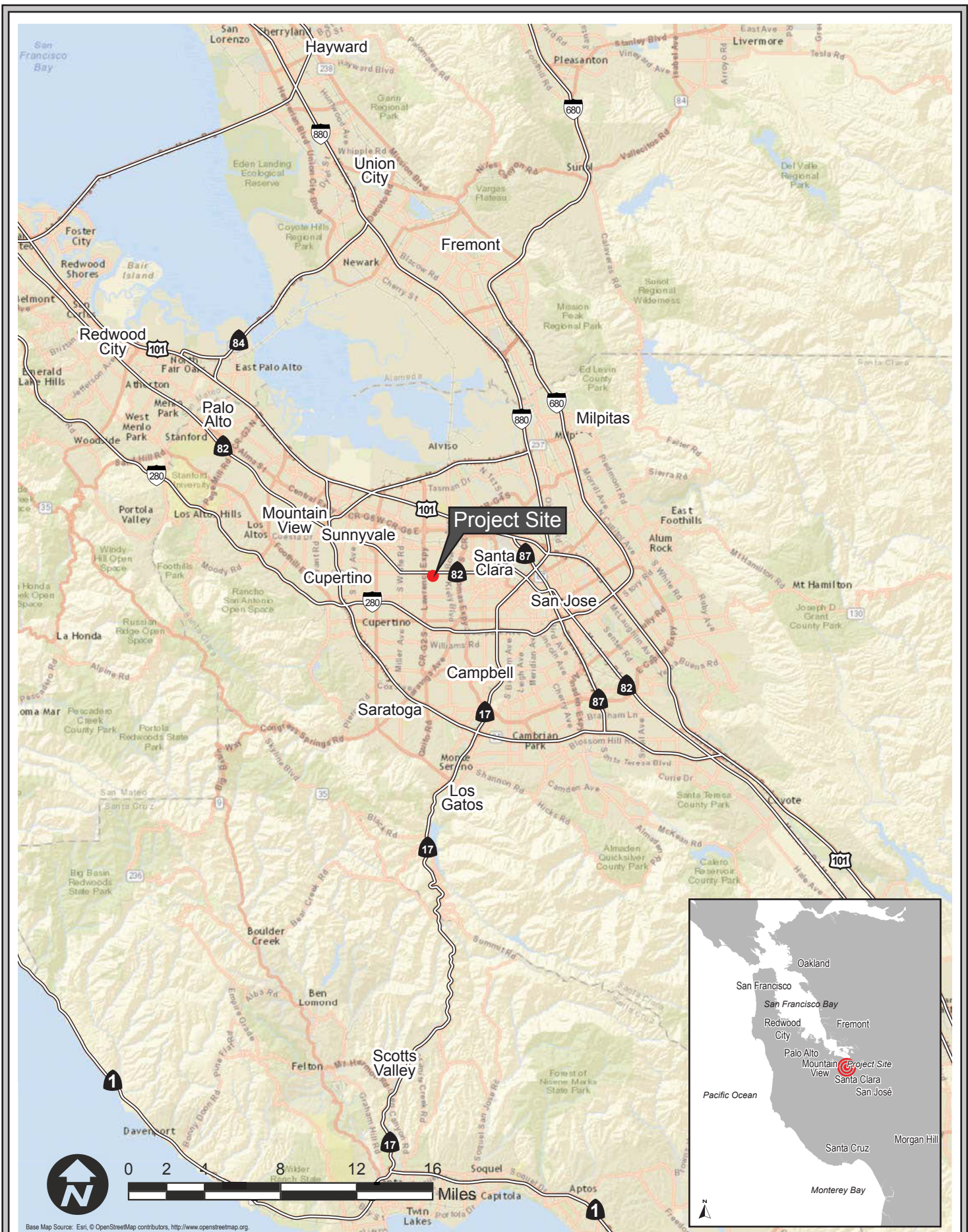
The 2.27-acre project site is on the south side of El Camino Real, between Flora Vista and Pomeroy Avenues. The location of the project site is shown on Figure 2.4-1, *Regional Map*, Figure 2.4-2, *Vicinity Map*, and Figure 2.4-3, *Aerial Photograph and Surrounding Land Uses*.

2.5 ASSESSOR'S PARCEL NUMBER

APN 290-01-136

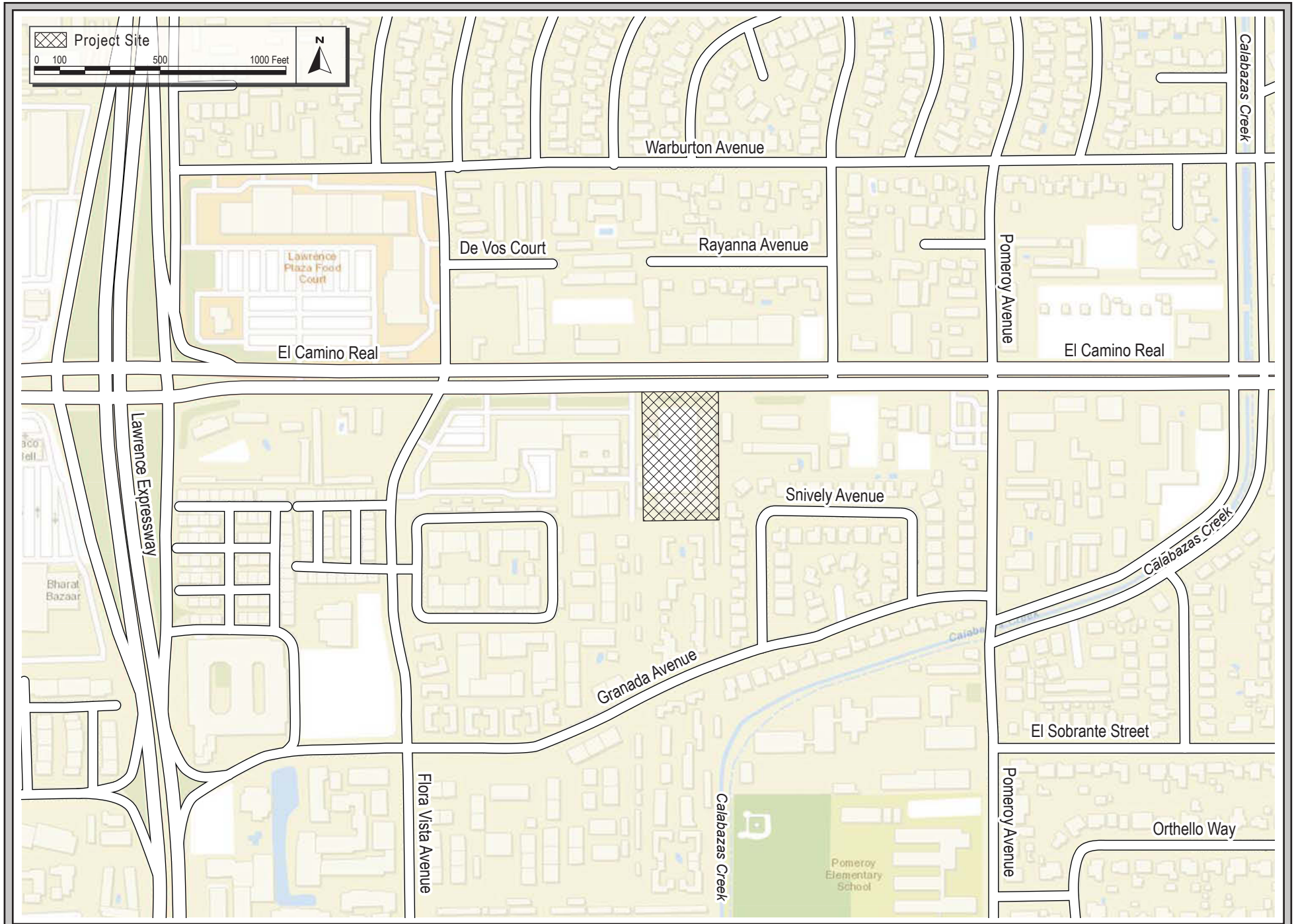
2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

Existing Zoning District:	CT – Commercial Thoroughfare
Existing General Plan Designation:	Community Mixed Use (minimum FAR 0.10 and residential between 20 and 36 units per acre)
Proposed Zoning District:	PD (Planned Development) for 29 units per acre; proposed FAR: 0.10
Proposed General Plan Designation:	Community Mixed Use



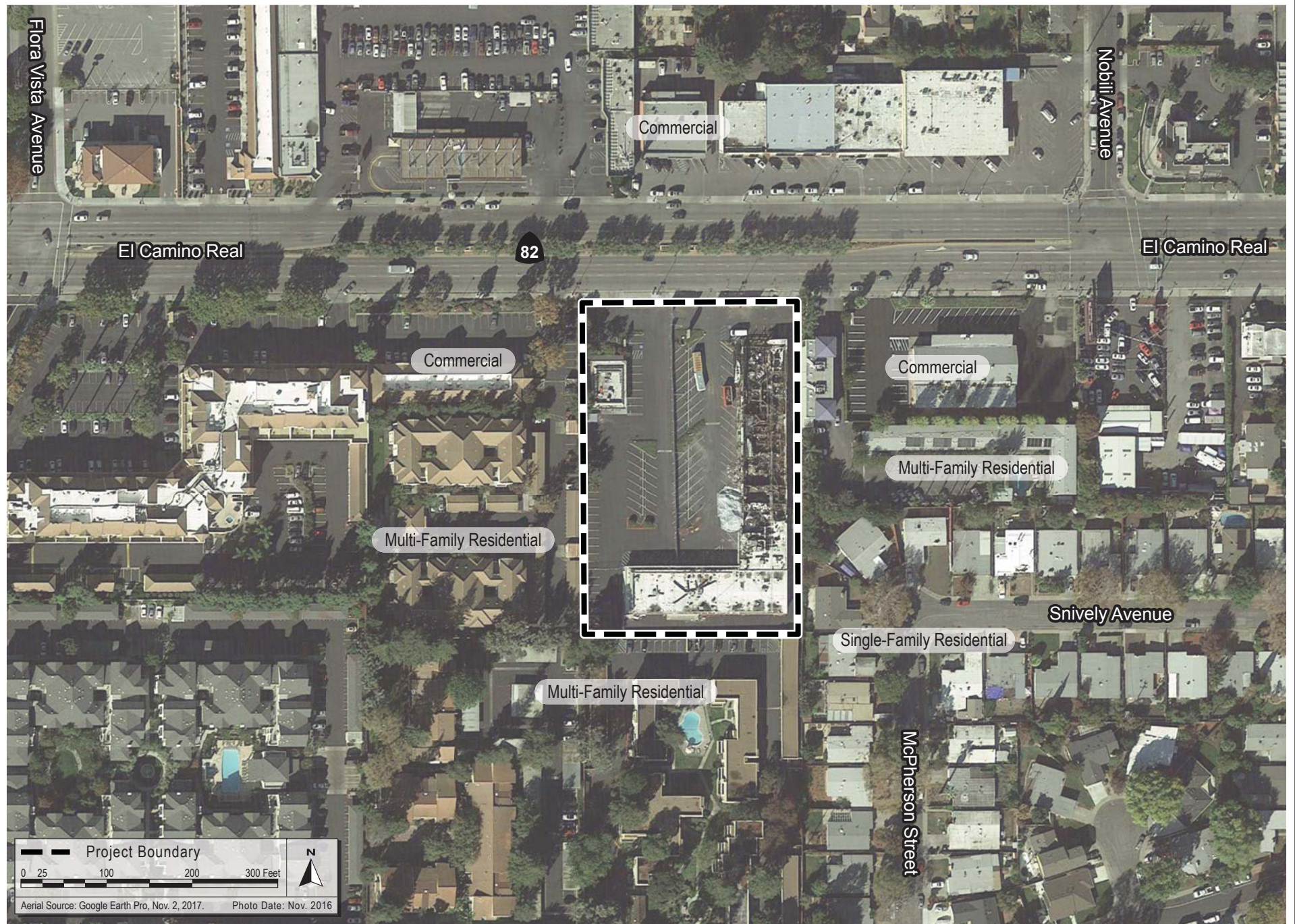
REGIONAL MAP

FIGURE 2.2-1



VICINITY MAP

FIGURE 2.2-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.2-3

2.7 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

The project would require the following approvals and permits issued by the City:

- Planned Development Rezoning
- Architectural Review
- Building Permit(s)
- Grading Permit(s)

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The 2.27-acre project site is located on El Camino Real, between Flora Vista and Pomeroy Avenues in the City of Santa Clara. The site is bordered by El Camino Real to the north, multi-family residential uses to the south, and commercial and residential uses to the east and west. The site is currently developed with one 2,450-square foot restaurant. The site previously contained a 21,000 square foot commercial/retail building. The commercial building was damaged by a fire in 2016; the remnants of the building were demolished and removed from the site in April 2017. The site is designated as *Community Mixed Use* under the City's General Plan and is zoned *CT – Thoroughfare Commercial*.

The project would demolish the existing restaurant, remove six non-Heritage trees, and construct a mixed-use development with 66 residential units and 9,330 square feet of retail. The *CT* zoning designation allows commercial uses, but does not allow housing as a permitted or conditional use (Santa Clara City Code Chapter 18.38). A Planned Development (PD) rezoning is proposed as part of the project to allow housing on the site.

3.2 PROPOSED DEVELOPMENT

3.2.1 Site Design

The project would construct a four-story, mixed-use development on a podium. The proposed development would include 66 residential units, 9,330 square feet of retail space, a gym, office space, and 188 parking spaces. The development would include three buildings. Building 1 would front El Camino Real and include 75 storage units on the basement level, retail space and outdoor seating on the ground level, parking (partially covered) on the second level, a pool and an outdoor patio on the third and fourth levels, and a 2,735-square foot gym on the fourth level. Buildings 2 and 3 would be to the rear of Building 1 and would contain a parking level on the ground floor and one-to three-bedroom residential units on floors two through four. A central courtyard area would be located between residential Buildings 2 and 3. The maximum height of the buildings would be approximately 55 feet. Figures 3.2-1 - 3.2-4 show the site plan, building elevations, and building perspective (from El Camino Real).

The proposed development would be set back approximately 11 feet from the edge of the sidewalk of El Camino Real, 4.5 feet from the residential and commercial property line to the west, five feet from the residential property line to the south, and four feet from the residential and commercial property line to the east.

3.2.1.1 *Open Space and Landscaping*

The proposed project would include approximately 15,390 square feet of common open space, including an outdoor central courtyard area, a pool deck area, and landscaping. Trees would be planted in these areas and along the perimeter of the site. Approximately 60 trees would be planted; the trees may include bronze loquat, Brisbane box, queen palm, and California fan palm trees.

FIGURE 3.2-1



NORTH ELEVATION



EAST ELEVATION

Source: DAHLIN, 10/26/17.

BUILDING ELEVATIONS – NORTH AND EAST

FIGURE 3.2-2



SOUTH ELEVATION



WEST ELEVATION

Source: DAHLIN, 10/26/17.



Soure: DAHLIN, 10/26/17.

BUILDING PERSPECTIVE FROM EL CAMINO REAL

FIGURE 3.2-4

3.2.1.2 *Site Access and Parking*

The vehicle entry to and exit from the project site would be from a 26-foot wide driveway on El Camino Real, at the northeastern corner of the site. The driveway would serve residents and guests as well as provide emergency vehicle access (EVA) to the site.

Parking would be provided on the podium level/ first floors of Buildings 2 and 3, the second floor of Building 1, and along the eastern and southern perimeter of the site. The development would include a total of 188 vehicular parking spaces, 46 bicycle parking spaces, and 75 bicycle lockers.

3.2.1.3 *Utility Improvements*

Stormwater runoff from the site would be collected via eight- to 15-inch storm drains in the surface parking or bioretention/landscaped areas of the site. Runoff would be directed to a new 24-inch storm drain on El Camino Real, and then directed to the City's stormwater system.

Wastewater from the project site would be directed to six- to eight-inch sanitary sewer lines, which would be directed to a new 10-inch sanitary sewer line on El Camino Real. Water would be provided via two- to eight-inch water lines for residential, retail, fire service, and irrigation uses. These water lines would connect to a new 12-inch water main on El Camino Real.

3.2.1.4 *Green Building Measures*

The proposed project would be built according to the City of Santa Clara Building Code which requires adherence to the Residential Mandatory Measures of the California Green Building Code (CalGreen). The project includes measures that would exceed the Title 24 California Energy Code requirements and would meet the minimum GreenPoint Rated 50 points or would be Leadership in Energy and Environmental Design (LEED)-certified.¹ The LEED certification (administered by the U.S. Green Building Council) or GreenPoint Rated 50 points would be met by incorporating a variety of design features including community design and planning, site design, landscape design, building envelope performance, and material selections. The following green building measures would be included in the project:

- Clean air vehicle parking as well as electric vehicle charging stations to encourage reduction of greenhouse gas emissions
- Landscaping, at-grade as well as on the podium and pool deck levels, consisting of large canopy trees that will reduce the heat island effect and the residents' energy use.
- Photovoltaic panels on specific roof tops and/or on the carports
- Recycle chute conveniently located for all resident access to encourage recycling and decrease waste emissions
- Single ply cool roofing membranes to reduce heat island effect
- On-site bicycle parking and lockers

¹ The GreenPoint Rated Checklist is administered by *Build It Green*, a non-profit organization whose mission is to promote healthy, energy- and resource-efficient building practices in California. GreenPoint Rated is a green building rating system which can be used to assess the environmental characteristics of a home (including water efficient fixtures, efficient heating ventilation and air conditioning, low-emitting flooring, and energy-efficient appliances and lighting). If a residential development meets minimum point requirements in each category and scores at least 50 total points, it earns the right to bear the GreenPoint Rated label.

- High-efficiency lighting, select Energy Star appliances and a gearless elevator will be used to conserve energy
- Low volatile organic compound (VOC) caulks and adhesives, zero-VOC paints and formaldehyde-free cabinets, doors and trims will be employed

3.2.2 Demolition and Construction

Construction of the proposed project would start in August 2018 and is anticipated to take 10 months to complete. Construction activities associated with the proposed project include site clearing and demolition (e.g., removing existing vegetation and trees and the existing structures on the project site), utility connections (e.g., new lateral connections to the existing water, sewer, and storm drain mains in El Camino Real), building construction, frontage improvements (e.g., new street trees, new curb, gutter, sidewalk and driveway construction and placing existing overhead utility lines underground), and landscaping on the site. Approximately 1,260 cubic yards of soil would be exported from the site and 110 cubic yards of soil would be imported to the site during construction.

During construction, all staging activities (e.g., equipment and material storage) would occur on the project site. The construction workers would park on the project site and in the project area.

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

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 Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Checklist and Discussion of Impacts** – This subsection includes a checklist for determining potential impacts and discusses the project’s environmental impact as it relates to the checklist questions. For significant impacts, feasible mitigation measures are identified. “Mitigation measures” are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered 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.
- **Conclusion** – This subsection provides a summary of the project’s impacts on the resource.

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 chapter will discuss Planning Considerations that 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 Setting

4.1.1.1 *Existing Conditions*

Project Site

The 2.27-acre project site is located in an urban residential and commercial area. The site is developed with a 2,450 square foot, one-story restaurant (constructed in 1968), two paved parking lots, three paved driveways, and landscaping. The eastern and southern section of the site are surrounded by a chain link fence and contain a commercial sign, a paved parking area, unpaved surfaces, and shrubs. The western and northern section of the site includes the restaurant and a paved parking lot. The restaurant is located at the northwestern section of the site and is primarily made of concrete with a glass door and windows along the building's eastern façade. The building has a rectangular roof which slopes down on all four corners. Landscaping, including trees, occurs along the perimeter of the restaurant. Views of the project site are show in Photos 1-2.

Surrounding Land Uses

Development in the project area is a combination of one- to three-story residential and commercial buildings along the El Camino Real, McPherson Street, and Granada Avenue. A one-story retail rectangular-shaped building and two-story apartment building (to the rear of the retail building), immediately west of the site, were developed in the 1980's. The retail building, which fronts El Camino Real, is made up of concrete, glass door and windows along the front façade [the apartment building to the rear of the retail building is not visible from El Camino Real]. The two-story apartment buildings to the south of the site, visible from Granada Avenue, were developed in the 1970's and are comprised of stucco/concrete and wood paneling with flat roofs.

The two-story office building which fronts El Camino Real, two-story apartment building (to rear of the office building), and one-story single-family residences (on McPherson Street) to the east of the site were developed between the 1960's and 1980's. The single-story residences are wood-paneled and stucco with gable-styled roofs. The commercial office building is primarily made of concrete. The roof of the office building is primarily flat and pyramid-styled at both ends of the building.

North of El Camino Real are one- to two-story commercial buildings with flat roofs and made of varying combinations of stone and concrete. The auto repair and retail businesses, also north of El Camino Real, are primarily comprised of concrete, stone, and steel buildings. The surrounding developments include manicured landscaping and paved parking areas. Views of the surrounding developments are shown in Photos 3-6.



Photo 1: View of on-site restaurant from El Camino Real, looking south.



Photo 2: View of vacant section of the site and adjacent residences, looking south.



Photo 3: View of El Camino Real, looking east.



Photo 4: View of commercial building on El Camino Real, west of the site.



Photo 5: View of commercial buildings north of the site on El Camino Real.



Photo 6: View of automobile repair businesses and carwash north of the site, on El Camino Real

Scenic Views, Vistas and Resources

The project site and the surrounding area are relatively flat and, therefore, the site is only visible from the immediate area. The project site is not located within a designated scenic area or corridor based on the City of Santa Clara General Plan. Views of the Santa Cruz Mountains to the west and Diablo Range to the east, which are considered scenic vistas, are blocked from the surrounding residences due to existing urban development and landscaping.

The City's scenic resources include Mission Santa Clara (the restored church of Santa Clara de Asis located on 500 El Camino Real, approximately three miles east of the site) and designated historic houses. There are no state-designated scenic roadways near the project site. The nearest state-designated highway is State Route 9 (at the SR 17 intersection), approximately nine miles south of the site.

Light and Glare

Sources of light and glare are abundant in the urban environment of the project area, including but not limited to street lights, parking lot lights, security lights, vehicular headlights, internal building lights, and reflective building surfaces and windows.

4.1.2 Checklist and Discussion of Impacts

	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
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 3
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
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, 2

4.1.2.1 *Impacts to Scenic Vistas and Resources* (Checklist Question a)

The project site is not considered a scenic vistas; nor is it within the vicinity of designated scenic vistas (e.g., Ulistac Natural Area, Santa Cruz Mountains or the Diablo Range). Views of the Santa Cruz Mountains and Diablo Range from residences in the project area are currently obstructed by existing development and landscaping. The Ulistac Natural Area is approximately four miles

northeast of the site, and is not visible from the project area. Given the distance of these vistas from the project area, flat topography of the area, and surrounding development which blocks views of these resources, the proposed mixed-use development would not result in an impact to views of scenic vistas within or surrounding the City. **(No Impact)**

4.1.2.2 *Impacts to Scenic Resources* *(Checklist Question b)*

The project site does not contain, nor is it in the vicinity of scenic resources such as the historic Mission Santa Clara de Asís (500 El Camino Real), designated historic houses, or scenic highways. The proposed project would, therefore, have no visual impact on these resources. **(No Impact)**

4.1.2.3 *Impacts to Visual Character* *(Checklist Question c)*

Implementation of the project would result in demolition of the existing one-story restaurant and construction of a four-story, mixed-use development with a maximum height of 55 feet. The facades of the proposed development would primarily be made of plaster (cement and sand), stone, with horizontal wood siding and railing. The proposed Building 1, which would face El Camino Real, would have a retail storefront comprised glass windows and doors. The storefront would be similar in visual character to retail businesses along El Camino Real.

The project area is developed with one- to- three-story retail/commercial and residential land uses. The proposed development would be taller than buildings in the project area. While the development would result in a change to the visual character of the site, the proposed development would be consistent with the visual changes for the El Camino Real Focus Area described in the General Plan. The General Plan EIR described that future development in this focus area would be characterized by clusters of larger scale commercial and higher density housing connected by lower intensity mixed, or single use development.

The immediate project area has a mix of architectural styles with no particular design aesthetic being dominant. Because there is no particular architectural style, the proposed building would be compatible with the mixed visual character of the area. In accordance with City Code Chapter 18.76, the final design of the project would be subject to the City's Architectural Committee. The proposed project would be consistent with the Architectural Committee's Community Design Guidelines and the Committee will review the project for consistency with these guidelines. For these reasons, the project would not result in a significant impact to the visual character and quality of the project site or its surroundings. **(Less Than Significant Impact)**

4.1.2.4 *Light and Glare Impacts* *(Checklist Question d)*

The project would include outdoor security lighting on-site, along walkways, driveways, and entrance areas and within the parking garage. The outside lighting would be comparable in brightness to the existing ambient lighting on the site and in the surrounding area. The proposed building would also be lit internally. The building façade would be primarily plaster, which would not cause an increase in glare for persons traveling on El Camino Real. Nevertheless, the project would undergo architectural and site design review by Planning staff and the City's Architectural Committee prior to

issuance of building permits to ensure that the project would not adversely affect the visual quality of the area or create a substantial new source of light or glare for adjacent businesses or persons traveling on the local roadways. **(Less Than Significant Impact)**

4.1.3 Conclusion

Implementation of the project would have a less than significant impact on the visual character of the project area. The proposed project would not significantly increase light or glare. The proposed project would not impact any scenic resources/vistas or result in any significant aesthetic impacts. **(Less Than Significant Impact)**

4.2 AGRICULTURAL AND FORESTRY RESOURCES

4.2.1 Environmental Setting

4.2.1.1 *Existing Conditions*

The project site is located in a developed, urban area of Santa Clara and is surrounded by retail/commercial and residential land uses. The project site is within the *CT – Commercial Thoroughfare* zoning district. The Santa Clara County Important Farmland 2014 Map designates the project site as “Urban and Built-Up Land.”² Urban and Built-up Land is defined as land with at least six structures per 10 acres. Common examples of “Urban and Built-Up Land” are residential, institutional, industrial, commercial, landfill, golf course, airports, and other utility uses. There are no forest lands on or adjacent to the project site. The site is not subject to a Williamson Act contract.

4.2.2 Checklist and Discussion of Impacts

	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"/>	1, 4
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"/>	1, 5
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 6
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, 2
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, 2, 4

² California Natural Resources Agency. *Santa Clara County Important Farmland 2014*. October 2016. Available at: <http://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/sc114.pdf>. Accessed August 31, 2017.

4.2.2.1 *Impacts to Agricultural and Forestry Resources* *(Checklist Questions a-e)*

The project would not convert not convert *Prime Farmland, Unique Farmland, or Farmland of Statewide Importance* to non-agricultural uses. The project site is zoned for urban uses and is not used or zoned for agricultural, forest, or timberland purposes, nor is the site subject to a Williamson Act contract. The project would not conflict with existing zoning for agricultural operations or facilitate the unplanned conversion of farmland elsewhere in Santa Clara to non-agricultural uses.

There are no forest lands on or adjacent to the project site. For these reasons, the project would not convert agricultural land to a non-agricultural use, forest land to a non-forest use, or otherwise impact agricultural and forestry resources. **(No Impact)**

4.2.3 Conclusion

Implementation of the project would have no impact on agricultural or forest lands. **(No Impact)**

4.3 AIR QUALITY

The following discussion is based in part on an Air Quality Assessment prepared by *Illingworth and Rodkin, Inc.* in October 2017. A copy of this report is provided in Appendix A.

4.3.1 Environmental Setting

4.3.1.1 *Existing Conditions*

Climate and Topography

Topography can restrict horizontal dilution and mixing of pollutants by creating a barrier to air movement. The South Bay has significant terrain features that affect air quality. The Santa Cruz Mountains and Diablo Range on either side of the South Bay restrict horizontal dilution, and this alignment of the terrain also channels winds from the north to south, carrying pollution from the northern Peninsula toward Santa Clara.

The combined effects of moderate ventilation, frequent inversions that restrict vertical dilution and terrain that restricts horizontal dilution give Santa Clara a relatively high atmospheric potential for pollution compared to other parts of the San Francisco Bay Air Basin and provide a high potential for transport of pollutants to the east and south.

Regional and Local Criteria Pollutants

As required by the Federal Clean Air Act and the California Clean Air Act, ambient air quality standards have been established for ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These are considered “criteria pollutants” by the U.S. EPA and CARB. California’s standards for criteria pollutants are the same or more stringent than the national standards. Based on air quality monitoring data, CARB is required to designate areas that do not meet the national or state ambient air quality standards as “non-attainment areas”. The Bay Area does not meet state or federal ambient air quality standards for ground level ozone, or state standards for PM₁₀ and PM_{2.5}. The region is considered attainment or unclassified for all other pollutants.

Carbon monoxide is a local pollutant (i.e., high concentrations are normally only found very near sources). The major source of carbon monoxide—a colorless, odorless, poisonous gas—is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes.

Local Community Risks/Toxic Air Contaminants and Fine Particulate Matter

Besides criteria air pollutants, there is another group of substances found in ambient air referred to as Toxic Air Contaminants (TACs). TACs tend to be localized and are found in relatively low concentrations in ambient air, however, exposure to low concentrations over long periods can result in adverse chronic health effects. Diesel exhaust is a predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average).

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

Sensitive Receptors

Sensitive receptors are groups of people that are more susceptible to exposure to pollutants (i.e., children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases). Locations that may contain a high concentration of sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, parks and places of assembly.

The closest sensitive receptors to the project site are residences located adjacent to the southeastern site boundary (less than 20 feet from the project site). There are additional residences north, south, east, and west of the site.

4.3.2 Checklist and Discussion of Impacts

	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, 7
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"/>	1, 8, 9
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 8, 9
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 8, 9
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 8

4.3.2.1 Project-Level Significance Thresholds

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of Santa Clara and

other jurisdictions in the San Francisco Bay Area Air Basin often utilize the thresholds and methodology for assessing air emissions and/or health effects that were adopted by BAAQMD, which are based upon the scientific and other factual data prepared by BAAQMD in developing those thresholds.

The determination of whether a project may have a significant effect on the environment is subject to the discretion of each lead agency, based upon substantial evidence. The City has carefully considered the thresholds prepared by BAAQMD in June 2010 (revised in May 2017) and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin. Evidence supporting these thresholds has been presented in the following documents:

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

Table 4.3-1: Project-Level Significance Thresholds			
Pollutant	Construction	Operation-Related	
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)	Maximum Annual Emissions (tons/year)
ROG, NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
Fugitive Dust (PM ₁₀ /PM _{2.5})	Best Management Practices	None	None
Local CO	None	9.0 ppm (8-hr average)	20.0 ppm (1-hr average)
Risk and Hazards for New Sources and Receptors (Project)	Same as Operational Threshold	<ul style="list-style-type: none"> • Increased cancer risk of >10.0 in one million • Increased non-cancer risk of > 1.0 Hazard Index (chronic or acute) • Ambient PM_{2.5} increase: > 0.3 µ/m³ [Zone of influence: 1,000-foot radius from property line of source or receptor] 	
Risk and Hazards for New Sources and Receptors (Cumulative)	Same as Operational Threshold	<ul style="list-style-type: none"> • Increased cancer risk of >100 in one million • Increased non-cancer risk of > 10.0 Hazard Index (chronic or acute) • Ambient PM_{2.5} increase: > 0.8 µ/m³ [Zone of influence: 1,000-foot radius from 	

Table 4.3-1: Project-Level Significance Thresholds			
Pollutant	Construction	Operation-Related	
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)	Maximum Annual Emissions (tons/year)
		property line of source or receptor]	
Accidental Release of Acutely Hazardous Materials	None	Storage or use of acutely hazardous materials locating near receptors or new receptors locating near stored or used acutely hazardous materials considered significant	
Odors	None	5 confirmed complaints per year averaged over three years	
Note: μ/m³ = micrograms per cubic meter.			

4.3.2.2 *Bay Area 2017 Clean Air Plan* (Checklist Question a)

The most recent clean air plan is the 2017 CAP. The proposed project would not conflict with the 2017 CAP because it would have emissions below BAAQMD screening criteria/impact thresholds (with the implementation of mitigation measure MM AIR-1.1 below and best management practices to reduce construction TAC and fugitive dust emissions), is considered urban infill, and would be located near transit with regional connections. Because the project would not exceed the BAAQMD screening criteria/impact thresholds (refer to Table 4.3-1 above), it is not required to incorporate project-specific control measures listed in the 2017 CAP. Further, 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. **(Less Than Significant Impact)**

4.3.2.3 *Criteria Pollutant Impacts to Regional and Local Air Quality* (Checklist Questions b and c)

Operational Emissions

BAAQMD developed screening criteria to provide a conservative indication of whether a project would result in potentially significant air quality impacts from criteria pollutant emissions. For operational impacts, the screening size for mid-rise apartments is 494 dwelling units and strip mall (retail uses) is 99,000 square feet. Apartments and retail uses of smaller size are assumed to have a less than significant operational impact. The project proposes to construct a four-story, mixed-use development with 66 apartment units and 9,330 square feet of retail, which is below the screening size for the proposed land use. As a result, the proposed project would have a less than significant operational criteria pollutant emissions impact and would not result in a cumulatively considerable net increase of a criteria pollutant from operational emissions. **(Less Than Significant Impact)**

Local Carbon Monoxide Emissions

Carbon monoxide (CO) emissions from traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high localized concentrations of CO. Air pollutant monitoring data indicate that CO levels have been below State and Federal standards in the Bay Area since the early 1990s, therefore, the Santa Clara County is in attainment for CO. In addition, intersections affected by the project would not cause any intersections to exceed BAAQMD's screening criteria of 44,000 vehicles per hour.

The proposed project would add 27 new vehicle turning movements during the AM peak hour and 42 turning movements during the PM peak hour at the Flore Vista Avenue/El Camino Real intersection. The project would add 32 AM peak hour and 33 PM peak hour turning movements at the Nobili/El Camino Real intersection. Given the small traffic volume increase at the affected intersections, the proposed project would not cause nearby intersections to exceed 44,000 vehicles per hour.³ Implementation of the project would not result in significant CO emission impacts. The project would not result in a cumulatively considerable net increase of a local criteria pollutant from operational emissions. **(Less Than Significant Impact)**

Construction Emissions

BAAQMD developed screening criteria to provide a conservative indication of whether a project would result in potentially significant air quality impacts from criteria pollutant emissions. BAAQMD's screening size for criteria pollutant emissions from construction is 240 dwelling units and 277,000 square feet for retail uses. Apartments and retail uses of smaller size are assumed to have a less than significant construction impact. Since the proposed mixed-use development would have 66 apartment units and 9,330 square feet of retail, the proposed project would have a less than significant construction criteria pollutant emissions impact. The project would not result in a cumulatively considerable net increase of a criteria pollutant during construction. **(Less Than Significant Impact)**

4.3.2.4 *Impacts from Project Toxic Air Contaminant Emissions and PM_{2.5} Concentrations* *(Checklist Questions b and d)*

Operational TAC Emissions

Operation of the project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels. No stationary sources of TACs, such as generators, are proposed as part of the project. The project would introduce new sensitive receptors to the area in the form of future residents. **(No Impact)**

³ The existing number vehicles which make turning movements from the Flora Vista Avenue/El Camino Real intersection (approximately 620 feet west of the site) is approximately 2,670 during the AM peak hour and 4,650 during the PM peak hour, and from the Nobili/El Camino Real intersection (approximately 445 feet east of the site) the number of existing turning vehicles is 2,270 during the AM peak hour and 3,030 during the PM peak hour.

Construction TAC Emissions

Dust is generated by a variety of project construction activities including grading, import/export of fill material, and vehicle travel on unpaved surfaces. Construction activities on the site would include demolition of the existing structures and hardscape, excavation, and grading of the site, which would generate dust and other particulate matter. The amount of dust generated would be highly variable and is dependent on the size of the area disturbed at any given time, the amount of activity, soil conditions, and meteorological conditions. Sensitive receptors in the project vicinity could be adversely affected by dust generated during construction activities, particularly PM_{2.5} which is a known TAC. The project would be required to implement BAAQMD dust control measures as a condition of project approval, as outlined below.

Impact AIR-1: Construction activities would generate dust and other particulate matter that could impact adjacent residences.

Mitigation Measures: The following mitigation measures, in accordance with BAAQMD best management practices (BMPs), shall be implemented to reduce construction fugitive dust impacts on off-site sensitive receptors to a less than significant level.

MM AIR-1.1: The project shall implement the following best management practices (BMPs), as recommended by BAAQMD to reduce construction fugitive dust impacts during all phases of construction:

- 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.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as a 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 Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

With the implementation of the above mitigation measures, project construction would not emit significant levels of criteria air pollutants or dust that would affect local and regional air quality or nearby off-site sensitive receptors. **(Less Than Significant Impact with Mitigation)**

Community Risk Impacts – Construction

The U.S. EPA AERMOD dispersion model was used to predict construction-related concentrations of DPM and PM_{2.5} concentrations at existing sensitive receptors in the vicinity of the project site.

The adjacent figure shows the construction area modeled and the locations of nearby sensitive receptors. Residential receptors on the figure are labeled with a t-shaped symbol and the maximum off-site exposure location for residents is circled.



The maximum-modeled DPM and PM_{2.5} concentrations occurred at a single-family residence adjacent to the southeastern boundary of the project site. At this location, the maximum residential cancer risk would be 18.4 in one million for an infant exposure and 0.3 in one million for an adult exposure. The maximum residential infant excess cancer risk would be greater than the BAAQMD significance threshold of 10 in one million and would be considered a significant impact.

The maximum modeled annual PM_{2.5} concentration, which is based on combined exhaust and fugitive dust emissions, was 0.11 micrograms per cubic meter (µg/m³), occurring at the same location where maximum cancer risk would occur. This annual PM_{2.5} concentration would be below the BAAQMD significance threshold of 0.3 µg/m³ and would be considered less than significant impact.

The maximum modeled annual residential DPM concentration (i.e., from construction exhaust) was $0.112 \mu\text{g}/\text{m}^3$. The maximum computed Hazard Index (HI) based on this DPM concentration is 0.02, which is lower than the BAAQMD significance criterion of a HI greater than 1.0.

Impact AIR-2: Construction activities associated with the proposed project would expose infants near the project site to temporary TAC emissions in excess of acceptable thresholds. **(Significant Impact)**

Mitigation Measures: The following mitigation measure would be implemented during all demolition and construction activities to reduce TAC emissions impacts:

MM AIR-2.1: The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average of at least 46 percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:

- All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent.
- All diesel-powered portable equipment (i.e., forklifts, generators, and welders) operating on the site for more than two days shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent.

The construction contractor could use other measures to minimize construction period DPM emission to reduce the estimated cancer risk below the thresholds. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel) could meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.

Implementation of BAAQMD dust control measures (MM AIR-1.1) would reduce exhaust emissions by five percent. Implementation of MM AIR-2.1 would further reduce on-site diesel exhaust emissions. All measures combined would reduce the cancer risk proportionally such that the mitigated risk would be 8.9 in one million or less, which would be below the BAAQMD threshold of 10 in one million. With the incorporation of BAAQMD dust control measures and MM AIR-2.1, the project would have a less than significant impact with respect to community risk caused by construction activities. **(Less Than Significant Impact with Mitigation)**

Cumulative Impact on Maximally Exposed Individual During Construction

The cumulative impacts of TAC emissions from construction of the project, the stationary sources and traffic on El Camino Real on the maximally exposed individual (during construction) have been summarized in Table 4.3-3. As shown in Table 4.3-3, the sum of impacts from combined sources on the MEI (during construction) would be less than significant. **(Less Than Significant Impact)**

Table 4.3-2: Impacts from Combined TAC Sources			
Source	Maximum Cancer Risk (per million)	PM_{2.5} concentration (µg/m³)	Hazard Index
Project Construction	18.4	0.11	0.02
El Camino Real	<2.0	<0.26	<0.01
Plant G11050, Unocal Service Station #4425, 3499 El Camino Real	<4.1	0.00	<0.01
Plant G10711, KT Valero Gas 3305 El Camino Real	<0.5	0.00	<0.01
Combined Sources	<25.0	<0.37	<0.05
<i>BAAQMD Threshold – Combined Sources</i>	<i>100</i>	<i>0.8</i>	<i>10.0</i>

4.3.2.5 *Impacts from Odors* (Checklist Question e)

The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. The odor of these emissions may be noticeable from time to time by adjacent receptors; however, the odors would be temporary and are not likely to affect people off-site.

Implementation of the proposed project would create temporary emission odors during equipment operation and truck activity that would not affect a substantial number of people. **(Less Than Significant Impact)**

4.3.2.6 *Project Air Quality Issues Not Covered Under CEQA – Planning Considerations*

The California Supreme Court in a December 2015 opinion (*BIA v. BAAQMD*) confirmed CEQA is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project; nevertheless the City has policies that address existing conditions (e.g. air quality) affecting a proposed project, which are addressed below.

Community Risk Impacts

Increased community risk can occur by introducing a new sensitive receptor, including residential uses, in proximity to an existing source of TACs or by introducing a new source of TACs to existing

sensitive receptors in the project vicinity. BAAQMD recommends a 1,000-foot radius for assessing community risks and hazards from TAC mobile and stationary sources.

El Camino Real, a high-volume roadway, is adjacent to the site and two stationary sources of TAC emissions are located within 1,000 feet of the project site, as discussed below.

El Camino Real (SR-82)

El Camino Real has 39,000 average daily trips (ADT), as reported by Caltrans. Dispersion modeling of DPM and PM_{2.5} emissions were analyzed using the CARB EMFAC2014 emission factor model and the traffic mix developed from Caltrans data. East and west bound traffic on El Camino Real, within approximately 1,000 feet of the project site, was evaluated with the model.

Stationary Sources

Two operational stationary sources of TACs were identified within 1,000 feet of the project site using the BAAQMD *Stationary Source Screening Analysis Tool*.⁴ The following discussion addresses the three operational stationary sources.

- Plant G11050, which is a gas dispensing facility operated by Unocal Service Station #4425, located at 3499 El Camino Real, is 500 feet northwest of the project site or more.
- Plant G10711, which is a gas dispensing facility operated by KT Valero Gas, located at 3305 El Camino Real, is 750 feet northeast of the project site or more.

The health risks associated with these emission sources were estimated based on BAAQMD screening data, the distance of the source from the project site, and the methodology outlined in the 2015 Office of Environmental Health Hazard Assessment (OEHHHA). A summary of these sources and the community risk levels are shown in Table 4.3-4, below.

Table 4.3-3: Mobile and Stationary Source Community Risk Levels				
Source	Location from Project Site	Cancer Risk (per million)	Annual PM_{2.5} Concentration (µg/m³)	Hazard Index
El Camino Real (SR 82)	20 feet	2.0	0.26	<0.01
Plant G11050	500 feet	4.1	0.0	<0.01
Plant G10711	750 feet	0.5	0.0	<0.01
Total		6.6	0.26	<0.03
BAAQMD Threshold – Single Sources		>10	>0.3	>1.0
BAAQMD Threshold – Cumulative Sources		>100	>0.8	>10.0
Threshold Exceeded?		No	No	No
Source: Illingworth & Rodkin Inc., 3402 El Camino Real Project Air Quality Assessment, October 27, 2017				

⁴ The *Stationary Source Screening Tool* provides screening levels of cancer risk, PM_{2.5}, and non-cancer risk for the identified sources.

The individual and combined impacts from the noted sources (SR-82 and two operational stationary sources) within 1,000 feet of the project site would be below the BAAQMD thresholds of significance and, as a result, implementation of the proposed project would not result in a health risk to future site occupants.

4.3.3 Conclusion

The project would not result in significant operational or construction-related regional or local air quality impacts or conflict with applicable air quality plans and standards. **(Less Than Significant Impact)**

Implementation of MM AIR-1.1 and MM AIR-2.1 would result in a less than significant impact to sensitive receptors caused by construction-related activities. **(Less Than Significant Impact with Mitigation)**

4.4 BIOLOGICAL RESOURCES

The following discussion is based, in part, on a Tree Survey prepared by *Kielty Arborist Services* in October 2017. A copy of this report can be found in Appendix B of this report.

4.4.1 Environmental Setting

4.4.1.1 *Existing Conditions*

Most of Santa Clara is developed, with few open space areas and little remaining natural habitat. Native habitats in the City of Santa Clara have been replaced with urban landscapes accompanied by ornamental landscaping. The nearest waterway to the project site is Calabazas Creek, located approximately one third mile east of the site.

The project site is located in an urban area within the City of Santa Clara. Vegetation in the project area includes landscaping which consists primarily of grass, shrubs, and trees. There are no sensitive habitats or known special status plant or animal species on-site.

Special Status Species

Special status species are plants and animals listed under the State and Federal Endangered Species Act (including candidate species); plants listed on the California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California (1994); and animals designated as Species of Special Concern by the California Department of Fish and Wildlife (CDFW).

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

Conservation Plan

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

Trees

Mature trees (both native and non-native) are valuable to the human environment for the benefits they provide for resisting global climate change (i.e., carbon dioxide absorption), because they provide nesting and foraging habitat for raptors and other migratory birds, and because they are a visual enhancement.

The trees located on the project site are non-native species that vary in size and health. The City's policy (Policy 5.10.1-P4) is to protect all trees over 36 inches in circumference (approximately 11 inches or more in diameter) as measured from 48 inches above the ground surface, as well as cedars, redwoods, oaks, olives, bay laurel and pepper trees of any size. There are a total of 33 trees on and immediately adjacent to the project site including one cherry plum; one Evergreen pear; one Spanish

dagger; one yellow bells; one Monterey pine; one plum; three xylosma; three flowering pear; five redwood; eight crape myrtle; and eight queens palm. The following table (Table 4.4-1) lists all trees identified during a tree survey.

Table 4.4-1: Tree Survey		
Tree No.	Common Name	Diameter (inches)
1	Cherry plum	10.1
2	Yellow bells	10.3
3	Spanish dagger	10.4
4	Xylosma	5.0
5	Xylosma	6.0
6	Xylosma	5.0
7*	Crape myrtle	6.0
8*	Crape myrtle	6.0
9*	Flowering pear	8.0
10*	Crape myrtle	6.0
11*	Flowering pear	10
12*	Crape myrtle	6.0
13*	Crape myrtle	6.0
14*	Crape myrtle	6.0
15*	Flowering pear	10
16*	Monterey pine	25
17*	Queens palm	6.0
18*	Plum	6.0
19*	Redwood	10
20*	Redwood	10
21*	Redwood	10
22*	Redwood	10
23*	Redwood	10
24*	Queens palm	10
25*	Queens palm	10
26*	Queens palm	10
27*	Queens palm	10
28*	Crape myrtle	6.0
29*	Crape myrtle	6.0
30*	Queens palm	8.0
31*	Queens palm	8.0
32*	Queens palm	8.0
33*	Evergreen pear	8.9
<p>Notes:</p> <p>Bold indicates the tree is protected by the City. Trees with a trunk diameter of 11 inches or cedars, redwoods, oaks, olives, bay laurel and pepper trees of any size are City-protected trees.</p> <p>*Denotes tree is on a neighboring property</p>		

4.4.2

Checklist and Discussion of Impacts

	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, 2
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, 2
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, 2
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 10
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, 2

4.4.2.1

Impacts to Sensitive and Special Status Species (Checklist Question a)

Because the project vicinity is developed with no remaining natural habitat, no sensitive habitats are present on-site. As a result, no impacts to candidate, sensitive, or special status species would occur as a result of the project. The proposed project is not anticipated to impact special status plant or animal (non-avian) species.

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

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

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

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

MM BIO-1.2: If it is not possible to schedule demolition and construction between September and January, pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests would be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the ornithologist would inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with CDFW, would determine the extent of a construction-free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests would not be disturbed during project construction.

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

4.4.2.2 *Impacts to Sensitive Habitats Riparian and Wetland Habitats* *(Checklist Questions b, c, and d)*

The project is surrounded by urban development and does not serve as a migratory wildlife corridor. The project site is not located in proximity to any riparian corridors and, therefore, would have no impact on riparian habitats or sensitive natural communities in the City. The project site is not located near any wetlands and would not affect any federally protected wetlands. **(No Impact)**

4.4.2.3 *Impacts to Trees* (Checklist Question e)

There are 33 trees on and adjacent to the project site (six trees on-site and 27 trees off-site). The six-on-site trees are proposed for removal and the adjacent trees would be retained. None of the trees proposed for removal are classified as protected by the City, due to their species or size.

The City's General Plan (Policy 5.3.1-P10) requires new development to provide street trees and a minimum 2:1 on- or off-site replacement for removal of existing trees. The City's General Plan Policy 5.10.1-P3 and Policy 5.10.1-P4 requires preservation of all City-designated heritage trees listed in the Heritage Tree Inventory, Appendix 8.10 of the General Plan, and protects all healthy cedars, redwoods, oaks, olives, bay laurel and pepper trees of any size, and all other trees over 36 inches in circumference measured from 48 inches above-grade on private and public property. As a result, the proposed project would be required to plant a minimum of 12 new 24-inch box trees and street trees.

The project proposes to plant approximately 52 new 24-inch box trees and six new 18-inch box trees, including six new street trees along El Camino Real, which is consistent with the City's tree replacement policy.

Tree Protection

The 27 trees adjacent to the site would be preserved and protected during construction. Based on the tree survey completed for the project, most of the adjacent trees would be protected by existing fencing along the property line during construction. For neighboring trees not protected by the existing fences, tree protection zones shall be established prior to construction.

Impact BIO-2: Trees adjacent to the site, not protected by existing fencing, could be significantly impacted during construction.

Mitigation Measures: With the implementation of the below mitigation measures based on arborist recommendations, impacts to off-site trees would be reduced to a less than significant level.

MM BIO-2.1: Trees adjacent to the site shall be protected during construction. For trees not protected by existing fencing, tree protection zones must be established. To establish the protection zones, six-foot tall metal chain link fences shall be installed around the trees and supported by metal poles no more than 10 feet apart. The location for the protection fencing should be as close to the dripline as possible still allowing room for construction to safely continue.

Signs should be placed on fencing signifying "Tree Protection Zone - Keep Out". No materials or equipment will be stored or cleaned inside the tree protection zones. Areas outside the fencing areas but still beneath the dripline of protected trees, where foot traffic is expected to be heavy, shall be mulched with four to six inches of chipper chips.

MM BIO-2.2: During the demolition process all tree protection shall be in place. All vehicles must remain on paved surfaces if possible. If vehicles are to stray from paved surfaces, four to six inches of chips shall be spread and plywood laid over the mulch layer if within a trees dripline. Parking will not be allowed off the paved surfaces. The removal of foundation materials, when inside the driplines of protected trees, shall be carried out with care. Hand excavation shall be required in areas of heavy rooting. Exposed or damaged roots should be repaired and covered with native soil.

MM BIO-2.3: Any roots to be cut shall be monitored and documented. Large roots (more two-inches in diameter) or large masses of roots to be cut must be inspected by the site arborist. The site arborist, at this time, may recommend irrigation or fertilization of the root zone. All roots needing to be cut should be cut clean with a saw or lopper. Roots to be left exposed for a period of time should be covered with layers of burlap and kept moist.

It is recommended that a qualified Arborist perform periodic inspections during construction activities and any recommendations by the Arborist for maintaining the health of trees are to be implemented. The project would comply with the City's tree replacement policy and arborist's tree protection recommendations and, as a result, implementation of the project would have a less than significant impact on trees. **(Less Than Significant Impact with Mitigation)**

4.4.2.4 ***Habitat Conservation Plan Impacts*** *(Checklist Question f)*

The project site is not located within an adopted HCP, NCCP, or other approved local, regional, or State habitat conservation plan. **(No Impact)**

4.4.3 **Conclusion**

The project site is not located in any approved local, State, or national habitat conservation plan area. **(No Impact)**

The project site is not near any wetlands and implementation of the proposed project would not affect any federally protected wetlands. **(No Impact)**

There are no threatened or special-status species on the project site and, as a result, the proposed project would not directly or indirectly impact any special status species habitat. The potential loss of raptor nests and/or eggs during construction would be mitigated to a less than significant level. **(Less Than Significant Impact with Mitigation)**

The proposed project would plant new trees consistent with City policy. Implementation of the proposed project would not have a significant impact on biological resources. **(Less Than Significant Impact)**

4.5 CULTURAL RESOURCES

4.5.1 Environmental Setting

4.5.1.1 *Existing Conditions*

Historic Resources

The project site has been developed with the existing restaurant since 1968. Prior to construction of the existing building, the project site consisted of agricultural land and related structures from 1939 to 1965. The site was developed with the former commercial shopping center and existing restaurant in 1968. The shopping center was damaged by a fire and demolished by April 2017. The project site has been disturbed and developed since at least 1939 and no evidence of subsurface resources, such as buried archaeological or paleontological resources, has been documented on the site.

The existing restaurant is not listed on the National Historic Landmarks Program or California Office Historic Preservation as a historic resource. Based on the City's criteria for local significance, a resource shall be at least 50 years old and the property shall be associated with an important individual or event, an architectural innovation, and/or an archaeological contribution in order to be deemed significant.

The restaurant is made primarily of concrete with glass doors and windows along the eastern façade, and a flat roof. The restaurant is not associated with persons or events which are important to California history nor does it appear to have unique architectural features. The site is located within an area of residential and commercial development and there are no known historic resources located on or adjacent to the project site.

Archaeological Resources

According to the General Plan, all areas of the City hold potential for the presence of prehistoric and archaeological resources, with the exception of current and former stream channels with artificial fill. All other native soil types present in the City, flood basin, levee deposits on the west side of the Guadalupe River, and alluvial flood plains, have a high potential for the presence of buried prehistoric deposits. Archaeological sites have been found throughout Santa Clara County. Aside from the sites already identified within the City of Santa Clara, there may be other undiscovered archaeological sites. Typically, archaeological sites are discovered near local waterways. The nearest waterway to the project site is Calabazas Creek, located approximately one third mile east of the project site.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. Paleontological sites are those areas that show evidence of pre-human activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites are important indications, it is the geologic formations that are the most important, since they may contain important fossils. Geologic units of Holocene age are generally not considered sensitive for paleontological resources, because biological remains younger than 10,000 years are not usually considered fossils. These sediments have low potential to yield fossil

resources or to contain significant nonrenewable paleontological resources. However, these recent sediments overlie sediments of older Pleistocene sediments with high potential to contain paleontological resources. These older sediments, often found at depths of 10 feet or more below the ground surface, have yielded the fossil remains of plants and extinct terrestrial Pleistocene vertebrates. Ground disturbing activities of 10 feet or more have the potential to impact undiscovered paleontological resources in older Pleistocene sediments. The project site is underlain by Holocene soil deposits.

Tribal Cultural Resources

Tribal resources are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. Under Assembly Bill 52, a lead agency can, at its discretion and supported by substantial evidence, choose to treat a resource as a tribal resource. No tribes have requested consultation with the City for projects and, therefore, no tribes were consulted for the proposed project. No known tribal resources occur on the site.

4.5.2 Checklist and Discussion of Impacts

	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"/>	1, 11
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"/>	1, 2
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"/>	1, 2
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"/>	1, 2, 6
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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
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"/>	1
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"/>	1

4.5.2.2 *Impacts to Historic Resources* *(Checklist Question a)*

The existing restaurant has no unique architectural features and is not considered a historic resource. There are no historic structures immediately adjacent to the project site. Implementation of the proposed project would, therefore, have no impact on any designated historic structures. **(No Impact)**

4.5.2.3 *Impacts to Archaeological Resources and Human Remains* *(Checklist Questions b and d)*

Although there are no known prehistoric archaeological deposits on or directly adjacent to the site, development under the proposed project could result in the exposure or destruction of as yet undiscovered subsurface prehistoric archaeological resources. If the exposure or destruction of subsurface prehistoric resources were to occur, it would be considered a significant impact.

Impact CUL-1: Subsurface cultural resources could be uncovered during demolition/construction of the proposed project. **(Significant Impact)**

Mitigation Measures: The following project-specific mitigation measures will be implemented during construction to avoid significant impacts to unknown subsurface cultural resources:

MM CUL-1.1: In the event prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director of Planning and Inspection shall be notified, and the archaeologist will examine the find and make appropriate recommendations prior to issuance of building permits. Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of

findings documenting any data recovery during monitoring would be submitted to the Director of Planning and Inspection.

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 of Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which shall be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.

Conformance with the above mitigation measures would result in a less than significant impact to archaeological resources, including human remains. **(Less Than Significant Impact with Mitigation)**

4.5.2.4 ***Impacts to Paleontological Resources*** (Checklist Question c)

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. Geologic units of Holocene age are generally not considered sensitive for paleontological resources because biological remains younger than 10,000 years are not usually considered fossils. These sediments have low potential to yield fossil resources or to contain significant nonrenewable paleontological resources. Recent sediments, however, may overlie older Pleistocene sediments with high potential to contain paleontological resources. These older sediments, often found at depths of greater than 10 feet below the ground surface, have yielded the fossil remains of plants and extinct terrestrial Pleistocene vertebrates. It is very unlikely that paleontological resources will be discovered on-site due to the distance of the site from the San Francisco Bay and because no paleontological resources have been discovered in this area of Santa Clara. **(No Impact)**

4.5.2.5 ***Impacts to Tribal Resources*** (Checklist Question e)

No known tribal resources are located on the site. No tribes have requested consultation for projects in the City, under Assembly Bill 52. Therefore, tribal consultation was not required for the project. **(No Impact)**

4.5.3 **Conclusion**

Implementation of the proposed project would have no impact on paleontological, tribal, or historic resources. **(No Impact)**

Implementation of the proposed project would have no impact on historic buildings. **(No Impact)**

With implementation of the identified mitigation measures, the proposed project would have a less than significant impact on subsurface prehistoric and historic archaeological resources. **(Less Than Significant Impact with Mitigation)**

4.6 GEOLOGY AND SOILS

The following discussion is based upon a Geotechnical Investigation prepared by *GeoForensics* in September 2017. A copy of this report is provided in Appendix C.

4.6.1 Environmental Setting

4.6.1.1 *Existing Conditions*

Regional Geology and Subsurface Conditions

The project site is located in the Santa Clara Valley, a relatively flat alluvial basin, bounded by the Santa Cruz Mountains to the southwest and west, the Diablo Mountain Range to the east, and San Francisco Bay to the north. The Santa Clara Valley consists of a large structural basin containing alluvial deposits derived from the Diablo Range and Santa Cruz Mountains.

Based on soil borings advanced at the site in August 2017, the site is underlain by upper layer of silty clay of low plasticity, which extended to a depth of about 10 feet below grade. Below the clay, silts including various amounts of fine sand were penetrated to depths around 27 feet. A very dense gravelly sand was present under the silts, but only extended to a depth of 32 feet where loose silty sands were encountered. Groundwater was encountered at a depth of 18.5 to 19 feet below groundwater surface during the August 2017 investigation; historic high groundwater levels of 12 feet below ground surface have been identified at the site.

Expansive near-surface soil is subject to volume changes during seasonal fluctuations in moisture content, which may cause movement and cracking of foundations, pavements, slabs, and below-grade walls. Based on the site-specific geotechnical investigation report completed for the project, the project site consists of non-expansive soils.

Seismicity

The project area is not located within the Alquist-Priolo Earthquake Fault Zone⁵, or in the Santa Clara County Geologic Hazard Zone⁶. Due to the lack of mapped active fault traces through the site, the potential for primary rupture due to fault offset on the property is low. The greater San Francisco Bay Area is, however, recognized by Geologists and Seismologists as one of the most active seismic regions in the United States. Several major fault zones pass through the Bay Area in a northwest direction which have produced approximately 12 earthquakes per century strong enough to cause structural damage. The faults causing such earthquakes are part of the San Andreas Fault System, a major rift in the earth's crust that extends for at least 700 miles along western California. The San Andreas Fault System includes the San Andreas, San Gregorio, Hayward, Calaveras Fault Zones, and other faults. The active San Andreas Fault is mapped approximately nine miles southwest of the site, and a potentially active Monte Vista-Shannon Fault is approximately four miles to the southwest.

⁵ California Department of Conservation Website. Accessed November 1, 2017.

<<http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>>.

⁶ Santa Clara County, *Santa Clara County Geologic Hazard Zones. Map 19.* Accessed November 1, 2017.

<https://www.sccgov.org/sites/dpd/DocsForms/Documents/GEO_GeohazardATLAS.pdf>.

Liquefaction and Settlement

Liquefaction most commonly occurs during earthquake shaking in loose fine sands and silty sands associated with a high groundwater table. A subsurface investigation confirmed that soil materials located at depths greater than about 12 feet below ground surface would be potentially subject to liquefaction during a major earthquake.

A cone penetration test (CPT) was completed at the site to assess settlement potentials associated with liquefaction. Differential (uneven) settlement is associated with loose unsaturated sands and gravels. These soils typically settle during strong seismic shaking. Differential settlements at the site, induced by liquefaction, would be expected to be less than one inch over 50 feet.

Ground Subsidence

Ground subsidence could occur when poorly consolidated soils densify as a result of earthquake shaking. Some of the near surface soils are sandy and loose, which may have leave them susceptible to seismic densification.

Lateral Spreading

Lateral spreading may occur when a weak layer of material, such as a liquefiable or sensitive soil, loses its shear strength as a result of earthquake shaking. Overlying blocks of competent material may be translated laterally towards a free face (i.e., deep excavation, river channel, or an open sea). The nearest waterway is Calabazas Creek, approximately one third mile east of the site. Free face conditions are not present on or in proximity to the site, hence, the hazard due to lateral spreading is considered to be low.

Landsliding

The topography of the project site and surrounding area are flat. Based on the geotechnical report, the site is not subject to seismically induced landsliding, and therefore, the hazards due to landsliding are very low.

4.6.2

Checklist and Discussion of Impacts

	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"/>	1, 2, 12,
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 12
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 12
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 12
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, 12
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 type="checkbox"/>	<input checked="" type="checkbox"/>	1, 12
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

4.6.2.1 *Existing Geologic Conditions Affecting the Project – Planning Considerations*

The California Supreme Court in a December 2015 opinion (*BIA v. BAAQMD*) confirmed CEQA is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project; nevertheless the City has policies that address existing conditions (e.g. geologic hazards) affecting a proposed project, which are addressed below.

The policies of the City of Santa Clara 2035 General Plan have been adopted for the purpose of avoiding or mitigating environmental effects resulting from planned development within the City. Santa Clara General Plan Policy 5.10.5-P6 requires that new development is designed to meet current

safety standards and implement appropriate building codes to reduce risk associated with geologic conditions.

On-site Seismic-Related Effects *(Checklist Questions a and c)*

The project site is in the seismically active San Francisco Bay Area which has a 72 percent probability of experiencing at least one magnitude 6.7 earthquake during the next 30 years.⁷ The project site would experience intense ground shaking in the event of a large earthquake. While no active faults are known to cross the project site, ground shaking could damage proposed buildings and result in ground failure, including liquefaction.

Based on the geotechnical analysis and State Seismic Zones Map, the project site has been mapped within a potential liquefaction zone. A liquefaction analysis indicated there are potentially liquefiable soils below 12 feet below ground surface. The CPT study determined, however, the amount settlements is relatively small (less than one inch over 50 feet), and can be accommodated using standard design and construction techniques. Therefore, with the implementation of the recommendations pertaining to the proposed development's foundations, grading, drainage, and utilities in the project's site-specific geotechnical investigation report, the potential for any severe damages or collapse due to liquefaction at the site are low. Given the projected small amount of settlements and the project would adhere to geotechnical recommendations, the proposed development would not be subject to structural damage due to ground subsidence.

There are no free face conditions on-site or adjacent to the site and, therefore, the potential for lateral spreading to occur on the site is low. The project site and surrounding area is flat and would not be subject to landslides.

The project would be required to adhere to the most recent CBC and site specific geotechnical report, as well as utilize standard engineering techniques to increase the likelihood that the project could withstand minor earthquakes without damage and major earthquakes without collapse. The proposed project would not expose people or property to impacts associated with seismically induced ground failures or other geologic conditions on-site.

Soil Erosion *(Checklist Question b)*

The proposed project would require ground disturbance due to demolition/removal of the existing buildings, grading, and trenching for utilities. Ground disturbance would expose soils and increase the potential for wind or water-related erosion and sedimentation until construction is completed.

The proposed project could increase erosion and sedimentation until construction of the project is complete. The following measures to reduce possible construction-related erosion at the site include, but are not limited to:

⁷ U.S. Geological Survey. "Earthquake Outlook for the San Francisco Bay Region 2014-2043". Fact Sheet 2016-3020. 2016. <<https://pubs.er.usgs.gov/publication/fs20163020>>.

- All excavation and grading work would be scheduled in dry weather months or construction sites would be weatherized⁸ to withstand or avoid erosion.
- Stockpiles and excavated soils would be covered with secured tarps or plastic sheeting.
- Silt fence/ straw wattles would be placed around the perimeter of the site for sediment control.
- Vegetation in disturbed areas would be replanted as quickly as possible.

Implementation of the identified measures would reduce construction-related erosion and sedimentation at the site.

Expansive Soils (Checklist Question d)

The existing on-site soils are non-expansive. Consistent with the site-specific geotechnical report, any fill imported to the site would also be non-expansive. For these reasons, the project would not create a substantial risk to future occupants due to expansive soils.

Impacts of Wastewater Disposal Systems on Soils (Checklist Question e)

The project site is located within an urban area of Santa Clara where sewers are available to dispose wastewater from the project site. Therefore, the project site would not need to support septic tanks or alternative wastewater disposal systems. These wastewater systems would, therefore, not affect on-site soils.

4.6.3 Conclusion

With implementation of the measures included in the project, geological and seismic effects on the site would not be substantial.

⁸ Weatherized refers to measures that would protect exposed soils from rain and stormwater runoff.

4.7 GREENHOUSE GAS EMISSIONS

The following discussion is based in part on a Greenhouse Gas Emissions Assessment prepared by *Illingworth and Rodkin, Inc.* in October 2017. A copy of this report is provided in Appendix A.

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

Federal

Clean Air Act

The US EPA is the federal agency responsible for implementing the Clean Air Act (CAA). The US Supreme Court in its 2007 decision in *Massachusetts et al. v. Environmental Protection Agency et al.*, ruled that carbon dioxide (CO₂) is an air pollutant as defined under the CAA, and that EPA has the authority to regulate emissions of greenhouse gases (GHGs). Following the court decision, EPA has taken actions to regulate, monitor, and potentially reduce GHG emissions (primarily mobile emissions).

State

California Global Warming Solutions Act

Under the California Global Warming Solution Act, also known as Assembly Bill 32 (AB 32), CARB has established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHG, and adopted a comprehensive plan, known as the *Climate Change Scoping Plan*, that identifies how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms and other actions.

On September 8, 2016, Governor Brown signed Senate Bill (SB) 32 into law, amending the California Global Warming Solution Act. SB 32 requires the California Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to 40 percent below the 1990 level by 2030. As a part of this effort, CARB is required to update the *Climate Change Scoping Plan* to express the 2030 target in terms of million metric tons of carbon dioxide equivalent. CARB has initiated the public process to update the state's *Climate Change Scoping Plan*. The updated plan would provide a framework for achieving the 2030 target and is anticipated to be completed and adopted by CARB in 2017.

Senate Bill 375 – Redesigning Communities to Reduce Greenhouse Gases

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. It builds on AB 32 by requiring CARB to develop regional GHG reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035 when compared to emissions in 2005. The per capita reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.⁹

⁹ The emission reduction targets are for those associated with land use and transportation strategies, only. Emission reductions due to the California Low Carbon Fuel Standards or Pavley emission control standards are not included in the targets.

Consistent with the requirements of SB 375, MTC partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission (BCDC) to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP) process. The SCS is referred to as *Plan Bay Area*.

MTC and ABAG adopted *Plan Bay Area* in July 2013 and CARB accepted the technical evaluation of the SCS in April 2014. The strategies in the plan are intended to promote compact, mixed-use development close to public transit, jobs, schools, shopping, parks, recreation, and other amenities, particularly within Priority Development Areas (PDAs) identified by local jurisdictions.

MTC and ABAG are currently updating *Plan Bay Area*. *Plan Bay Area 2040*, released in early 2017, is a limited and focused update that builds upon the growth pattern and strategies developed in the original *Plan Bay Area* but with updated planning assumptions that incorporate key economic, demographic and financial trends from the last four years. MTC and ABAG plan to revise the draft *Plan Bay Area 2040* and prepare a Final Environmental Impact Report with consideration of adoption in July 2017.

Clean Car Standards

CARB has adopted amendments to the "Pavley" regulations that are designed to reduce GHG emissions in new passenger vehicles. It is expected that the Pavley regulations would reduce GHG emissions from new California passenger vehicles by approximately 30 percent in 2016, all while improving fuel efficiency and reducing motorists' costs.¹⁰

Regional

Bay Area Air Quality Management District

BAAQMD is the regional, government agency that regulates sources of air pollution within the nine San Francisco Bay Area counties. Several key activities of BAAQMD related to GHG emissions are described below.

- *Regional Clean Air Plans:* BAAQMD and other agencies prepare clean air plans as required under the state and federal Clean Air Acts. The Bay Area 2017 Clean Air Plan (2017 CAP) focuses on two closely related BAAQMD goals: protecting public health and protecting the climate. Consistent with the GHG reduction targets adopted by the state of California, the 2017 CAP lays the groundwork for the BAAQMD's long-term effort to reduce Bay Area GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. The 2017 CAP includes a wide range of control measures designed to decrease emissions of methane and other "super-GHGs" that are potent climate pollutants in the near-term; and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

¹⁰ CARB. "Clean Car Standards - Pavley, Assembly Bill 1493". Accessed March 1, 2018. <<http://www.arb.ca.gov/cc/ccms/ccms.htm>>.

- *BAAQMD CEQA Air Quality Guidelines*: The *BAAQMD CEQA Air Quality Guidelines* are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. As discussed in the CEQA Guidelines, the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of San José and other jurisdictions in the San Francisco Bay Area Air Basin often utilize the thresholds and methodology for greenhouse gas emissions developed by the BAAQMD. The Guidelines include information on legal requirements, BAAQMD rules, plans and procedures, methods of analyzing greenhouse gas emissions, mitigation measures, and background information.

Bay Area 2017 Clean Air Plan

BAAQMD and other agencies prepare clean air plans as required under the State and Federal Clean Air Acts. The 2017 CAP, entitled *Spare the Air/Cool the Climate*, is a blueprint for BAAQMD's efforts to reduce air pollution and protect public health and the global climate. Consistent with the GHG reduction targets adopted by the state of California, the 2017 CAP lays the groundwork for the BAAQMD's long-term effort to reduce Bay Area GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

BAAQMD CEQA Guidelines

BAAQMD identifies sources of information on potential thresholds of significance and mitigation strategies for operational GHG emissions from land-use development projects in its CEQA Air Quality Guidelines. The BAAQMD CEQA Guidelines also outline a methodology for estimating GHG emissions. In jurisdictions where a qualified GHG Reduction Strategy has been reviewed under CEQA and adopted by decision-makers, compliance with the GHG Reduction Strategy would reduce a project's contribution to cumulative GHG emission impacts to a less than significant level. The BAAQMD CEQA Guidelines also outline a methodology for estimating GHG emissions.

BAAQMD CEQA Thresholds of Significance

The 2017 BAAQMD Air Quality Thresholds of Significance for operational-related GHG emissions is 1,100 metric tons (MT) of carbon dioxide equivalent (CO₂e) per year or 4.6 MT of CO₂e per service population¹¹ per year. BAAQMD does not have a threshold of significance for construction-related GHG emissions.

Local

City of Santa Clara General Plan

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

¹¹ Service population is the total number of residents and jobs at the project site.

emissions. The consistency of the proposed project with the Land Use, Air Quality, Energy, and Water Policies of the General Plan is described in Table 4.7-1 below.

Table 4.7-1: General Plan Policies	
Emission Reduction Policies	Project Consistency
Land Use Policies	
Policy 5.3.1-P11: Encourage new developments proposed within a reasonable distance of an existing or proposed recycled water distribution system to utilize recycled water for landscape irrigation, industrial processes, cooling and other appropriate uses to reduce water use consistent with the CAP.	The City's recycled water system does not currently extend to the project area. The project would install purple pipe for the future utilization of recycled water for landscape irrigation once it is available.
Policy 5.3.1-P14: Encourage Transportation Demand Management strategies and the provision of bicycle and pedestrian amenities in all new development greater than 25 housing units or more than 10,000 non-residential square feet, and for City employees, in order to decrease use of the single-occupant automobile and reduce vehicle miles traveled, consistent with the CAP.	There are sidewalks on all roadways in the immediate vicinity of the project site. A secured bicycle storage room with 30 bicycle parking spaces would be located adjacent to the southwest residential lobby. In addition, 14 short-term bicycle parking rack spaces located along Anna Drive and El Camino Real would be provided on-site.
Air Quality Policies	
Policy 5.10.2-P3: Encourage implementation of technological advances that minimize public health hazards and reduce the generation of air pollutants.	The proposed project shall implement Best Management Practices (BMPs) to minimize public health hazards and reduce the generation of air pollutants. Please refer to <i>Section 4.3 Air Quality</i> for more information.
Energy Policies	
Policy 5.10.3-P1: Promote the use of renewable energy resources, conservation and recycling programs.	The City has a construction debris diversion ordinance which requires all projects over 5,000 square feet to divert a minimum 50 percent of construction and demolition debris from landfills. The proposed project would be required to divert at least 50 percent of construction waste. The project would be required to comply with the CBC, which would increase building efficiency over standard construction. The project is consistent with this measure.
Policy 5.10.3-P5: Encourage installation of solar energy collection through solar hot water heaters and photovoltaic arrays.	
Policy 5.10.3-P6: Provide incentives for LEED certified, or equivalent development.	

Table 4.7-1: General Plan Policies	
Emission Reduction Policies	Project Consistency
Water Policies	
Policy 5.10.4-P6: Maximize the use of recycled water for construction, maintenance, irrigation and other appropriate applications.	The City's recycled water system does not currently extend to the project area. The project would install purple pipe for the future utilization of recycled water for landscape irrigation once it is available.

Climate Action Plan

The City of Santa Clara has a comprehensive GHG emissions reduction strategy (Climate Action Plan) to achieve its fair share of statewide emissions reductions for the 2020 timeframe consistent with AB 32. The Climate Action Plan (2013 CAP) was adopted on December 3rd, 2013. The City of Santa Clara 2013 CAP specifies the strategies and measures to be taken for a number of focus areas (coal-free and large renewables, energy efficiency, water conservation, waste reduction, off-road equipment, transportation and land use, and urban heat island effect) citywide to achieve the overall emission reduction target, and includes an adaptive management process that can incorporate new technology and respond when goals are not being met.

A key reduction measure that is being undertaken by the City of Santa Clara under the 2013 CAP is the *Coal-Free and Large Renewables* focus area. The City of Santa Clara operates Silicon Valley Power (SVP), a publicly owned utility that provides electricity for the community of Santa Clara. Since nearly half (48 percent) of Santa Clara's emissions result from electricity use, removing GHG-intensive sources of electricity such as coal are effective approaches to achieving the City's GHG reduction goals. This measure is being undertaken by SVP.

CEQA clearance for all discretionary development proposals are required to address the consistency of individual projects with reduction measures in the 2013 CAP and goals and policies in the General Plan designed to reduce GHG emissions. Compliance with appropriate measures in the 2013 CAP would ensure an individual project's consistency with an adopted GHG reduction plan. Projects that are consistent for the 2013 CAP would have a less than significant impact related to GHG emissions.

4.7.1.2 Existing Conditions

Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of Greenhouse Gases (GHGs) have a broader, global impact. Global warming associated with the "greenhouse effect" is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth's atmosphere. The principal GHGs contributing to global warming and associated climate change are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated compounds. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial and manufacturing, utility, residential, commercial, and agricultural sectors.

On-Site GHG Emissions

The project site is currently developed with one commercial building (occupied by a restaurant). GHG emissions are currently generated by daily traffic trips to and from the site, as well as water and electricity usage.

4.7.2 Checklist and Discussion of Impacts

	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, 2, 9
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

4.7.2.1 *Greenhouse Gas Emissions Impacts* (Checklist Questions a and b)

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

Per the CEQA Guidelines Section 15064 (b), a Lead Agency may analyze and mitigate significant GHG emissions in a plan for the reduction of GHG emissions that has been adopted in a public process following environmental review. The City of Santa Clara adopted its CAP (a GHG reduction strategy) in 2013 which is in conformance with its most recent General Plan Update. The City's projected emissions and the 2013 CAP are consistent with measures necessary to meet statewide 2020 goals established by AB 32 and addressed in the Climate Change Scoping Plan. The threshold of significance for whether a development project in the City of Santa Clara would generate GHG emissions that would have a significant impact on the environment, therefore, would be whether or not the project conforms to the applicable reduction measures in the City's 2013 CAP.

The proposed project would include GHG emissions from construction and operation of the project. The GHG emissions from the project would include:

- Construction emissions;
- Emission from the manufacture and transport of building materials;

- Mobile emissions (e.g., emissions from combustion of fossil fuels for vehicle trips to and from the site); and
- Emissions from the generation of electricity to operate lighting, appliances, and HVAC on the site and to convey water to the site.

The 2013 CAP, which is part of the City's General Plan, identifies a series of GHG emissions reduction measures to be implemented by development projects that would allow the City to achieve its GHG reduction goals. The measures center around seven focus areas: coal-free and large renewables, energy efficiency, water conservation, waste reduction, off-road equipment, transportation and land use, and urban heat island effect. Of these seven focus areas, five are applicable to the new development, as discussed below.

Water Conservation

Measure 3.1 Urban Water Management Plan calls for reduction in per capita water use to meet Urban Water Management targets by 2020. Development standards for water conservation will be applied to increase efficiency in indoor and outdoor water uses. The project would comply with Title 24 Standards which requires insulated water heater systems to reduce energy and water use. Recycled water is not currently available to the project site.

Waste Reduction

Measure 4.2 Increased Waste Diversion calls for the increase in solid waste diversion from 58 percent to 80 percent through increased recycling efforts, curbside food waste pickup, and construction and demolition waste programs. The California Integrated Waste Management Board (CIWMB) established an integrated waste management program. Each jurisdiction in the county has a diversion requirement of 50 percent beginning in the year 2000 and each year thereafter. In addition to the CIWMB requirements, the City of Santa Clara has a construction debris diversion ordinance which requires all projects over 5,000 square feet to divert a minimum 50 percent of construction and demolition debris from landfills. The proposed project would divert construction waste from local landfills, and utilize products with recycled content.

Off-Road Equipment

Measure 5.2 Alternative Construction Fuels requires construction projects to comply with BAAQMD BMPs, including alternative-fueled vehicles and equipment. The proposed project would be required to implement BMPs (refer to *Section 4.3 Air Quality*), as recommended by BAAQMD, during all demolition and construction activities to reduce TAC emission impacts. BAAQMD-recommended mitigation measures include limiting equipment idling times to five minutes, limiting vehicle speeds on unpaved roads to 15 miles per hour, and proper equipment maintenance and tuning in accordance with manufacturer specifications.

Transportation and Land Use

Measure 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 regional mixed-use development along the El Camino Real corridor.

Measure 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. Based on this measure and General Plan Policy 5.8.5-P1, the project is required to reduce VMT by 20 percent, including 10 percent from the implementation of the TDM plan and 10 percent from the project's design and location. Consistent with the 2013 CAP and General Plan Policy 5.8.5-P1, a TDM plan was prepared for the project in December 2017. The following measures will be implemented to achieve the City's VMT reduction goal.

- Transportation Information Packets for New Residents/Employees
- Information Board and/or Online Kiosk
- Trip Planning Resources
- Bicycle Storage
- Bicycling Resources (Bikeway Maps, Bike Safety, Bikes on Transit)
- On-Site Ride Matching Assistance
- Ride Matching/Sharing Resources
- On-Site Fitness Center
- Free Month-Long-Trial Transit Passes
- Subsidized Transit Passes
- Program Monitoring and Reporting

Because the proposed project would implement the above measures from the TDM plan, as part of the VMT reduction strategy, to reduce traffic trips, and would be within proximity to transit and services, the project would not conflict with the 2013 CAP.

Measure 6.3 Electric Vehicle Parking calls for the revision of parking standards for new multi-family residential and non-residential development to allow for a minimum of one parking space, and a recommended level of five percent of all new parking spaces, be designated for electric vehicle charging. Three electric vehicle charging stations would be included as part of the project's on-site amenities.

Urban Heat Island Effect

Measure 7.1 Urban Forestry requires planting of shade trees on new developments and encourages shade trees to be planted near south- or west- facing windows to help reduce the amount of air condition needed during high-heat days by reducing the greenhouse effect within buildings.

Measure 7.2 Urban Cooling requires new parking lots to be surface with low-albedo materials to reduce heat gain to mitigate the urban heat island effect.

The project proposes to remove six trees on-site and would be required to comply with the City's tree replacement policy. The proposed project would reduce the urban heat island effect by landscaping. In addition, the project would be required to comply with the most recent CBC, which would increase building efficiency over standard construction. While the project would comply with the

CBC, there is currently no specific proposals for cool paving. The project would be inconsistent with *Measure 7.2 Urban Cooling*.

The project would implement GHG reduction measures to meet the 2013 CAP, and would not conflict with any applicable air quality plan. **(Less Than Significant Impact)**

4.7.2.2 *Operational Greenhouse Gas Emissions*

The proposed BAAQMD developed screening criteria for GHGs to determine if future projects could result in significant emissions. Projects below the applicable screening criteria shown in Table 3-1 of the BAAQMD CEQA Guidelines would not exceed the 1,100 MT of CO₂e/year GHG threshold of significance. The proposed project is below the BAAQMD operational screening size for mid-rise apartments (87 dwelling units) and would, therefore, not result in significant GHG emissions.

Additionally, the proposed project would not conflict or interfere with the statewide GHG reduction measures. The project would comply with the CBC and applicable measures of the City's Climate Action Plan. For these reasons, the project would not preclude the City from meeting emission reduction goals and would have a less than significant operational GHG impact. **(Less Than Significant Impact)**

4.7.2.3 *Construction Greenhouse Gas Emissions*

GHG emissions would occur during demolition and construction of the project, which would involve emissions associated with heavy equipment, vehicles, and manufacturing materials used to construct the project. Per General Plan Policy 5.10.3-P3, the project would reduce energy consumption through sustainable construction practices such as recycling discarded materials in order to reduce the amount of waste going to the landfill.

Neither the City of Santa Clara nor BAAQMD have quantified thresholds for construction activities. Because project construction would be a temporary condition (a total of 10 months) and would not result in a permanent increase in emissions that would interfere with the implementation of AB 32, the increase in emissions would be less than significant.

Given that the project is in an urban setting close to construction supplies and equipment, that discarded materials would be salvaged or recycled, and that the project would implement the best management practices outlined in Section 4.3, *Air Quality*, manufacture and construction of the project would not contribute substantially to local or regional GHG emissions. **(Less than Significant Impact)**

4.7.3 Conclusion

Conformance to the City's 2013 CAP and implementation of the proposed green building measures would reduce project GHG emissions to a less than significant level. **(Less Than Significant Impact)**

4.8 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based in part on a Phase I Environmental Site Assessment (ESA) prepared by *AEI Consultants* in October 2017. A copy of this report is provided in Appendix D.

4.8.1 Environmental Setting

4.8.1.1 *Existing Conditions*

The project site is currently developed with an existing restaurant building, paved surface parking areas, and landscaping.

Based on the Phase I ESA, it is estimated that the direction of groundwater flow beneath the project site is north towards San Francisco Bay at a relatively flat gradient. Groundwater beneath the site was encountered at 18.5 to 19 feet below ground surface. Fluctuations in groundwater levels may occur seasonally and over a period of years due to precipitation, temperature, and irrigation.

Historic Conditions

As part of the Phase I ESA, a land use history of the site was compiled based on historical topographic maps, Environmental Data Resources (EDR) City Directory records; historical aerial photographs provided by EDR; available Sanborn Fire Insurance maps, and other available documents.

Based on a review of historical sources, the project site was used for agricultural purposes from 1939 to 1965. The site was developed with a commercial shopping center and restaurant in 1968 until 2016, when a fire at the shopping center damaged the structure. The existing restaurant remains on-site.

Potential On-site Sources of Contamination

Based on an October 2017 site reconnaissance, cleaning and maintenance supplies and approximately 20 gallons of paint were identified on the site. All containers were properly stored and no signs of leaks or spills were observed. The use of these materials is not considered a significant environmental concern.

The project site is listed on regulatory database (California Hazardous Material Incident Reporting System (CHMIRS) database). The listing is related to the previous commercial shopping center fire. The Santa Clara Fire Department responded and put out the fire with fire suppression water. An unknown amount of the fire suppression water possibly overflowed the catch basin. The status was, however, noted as contained. Based on the information provided, the incident is not considered a significant environmental concern.

The project site is also listed on the EDR Hist Auto database in association with Santa Clara Auto Parts Inc., which reportedly operated as an auto and home supply store in 1987. Since no chemical releases have been documented at the site, this listing is not considered a significant environmental concern.

Soil and Groundwater Contamination

Given the project site was historically used for agricultural purposes, there is a potential that agricultural chemicals, such as pesticides, herbicides and fertilizers, were used on site, and that the subject property has been impacted by the use of such agricultural chemicals.

Asbestos and Lead Based Paint in Buildings

Friable asbestos is any asbestos containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Non-friable ACMs are materials that contain a binder or hardening agent that does not allow the asbestos particles to become airborne easily. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl asbestos floor tiles, and transite siding made with cement. Non-friable ACMs can pose the same hazard as friable asbestos during remodeling, repairs, or other construction activities that would damage the material. Use of friable asbestos products was banned in 1978.

In 1978, the Consumer Products Safety Commission banned paint and other surface coating materials containing lead. The existing restaurant building is approximately 58 years old. Because the easternmost structure was constructed prior to 1978, it is reasonable to assume that ACMs and/or lead based paints are present in this structure.

Potential Off-site Sources of Contamination

The Phase I ESA identified known hazardous materials locations within a one mile radius of the project site. In determining if a listed site is a potential environmental concern to the project site, the following criteria is used to classify the site as lower potential environmental concern: 1) the site only holds an operating permit (which does not imply a release), 2) the site's distance from, and/or topographic position relative to, the subject property, and/or 3) the site has recently been granted "No Further Action" by the appropriate regulatory agency.

Table 4.8-1 below lists the location, site, and a description of known sites/locations. None of the off-site hazardous materials sites are considered an environmental concern.

Table 4.8-1: Off-Site Hazardous Materials Sites

Site No.	Database Listing	Site Address and Business Name	Site Description
1	EDR HIST Auto	Auto World, Salazars Auto, Gunns Alignment, located at 3451, 3447, 3453 El Camino Real (154 feet northwest – cross gradient)	Various auto repair businesses are located adjacent to the north. Based on the non-release nature of this listing, distance and gradient, the review of regulatory files was considered necessary. This site is not expected to represent a significant environmental concern.
2	LUST, HIST LUST, HIST CORTESE, EDR HIST AUTO(4), HIST UST	Tan's Car Wash, GH Auto Care, Full Service Car Wash, located at 3455 El Camino Real (154 feet northwest – cross-gradient)	This site has operated as an automotive repair shop and car wash since at least 1989. A release of gasoline impacting the soil at this property was reported in 1987. Based on review of the State Water Resources Control Board's Geotracker documentation, following removal of contaminated soils and confirmation soil sampling, the regulatory investigation was closed on October 3, 1995. Based on the regulatory status, the lack of reported groundwater impacts, distance and the inferred groundwater flow, the site conditions are not considered a significant environmental concern.
3	EDR HIST AUTO	Kirby's Coaches, Inc., located at 3450 El Camino Real (adjacent (<10 feet) to the west – Cross to partially up-gradient)	This site operated as a recreational vehicle dealer in 1987. No further information was available for review. Since no releases (or potential for releases) have been recorded at the site, the site is not considered a significant environmental concern.
4	SLIC, BROWNFIELDS	Lawrence Square Shopping Center, located at 3501-3591 El Camino Real (700 feet northwest – cross- to down-gradient)	Nancy's Dry Cleaners operated at the site from 1959 until the present. PCE has been found in soil gas and groundwater at levels exceeding environmental screening levels. The extent of the PCE plume extends approximately 1,200 feet northeast of the dry cleaners site (migrating northeast) and the distance from the edge of the plume to the project site is approximately 350 feet. Based on the location of the contamination plume and direction of migration (cross to down-gradient), this site does not represent a significant environmental concern.

Table 4.8-1: Off-Site Hazardous Materials Sites

Site No.	Database Listing	Site Address and Business Name	Site Description
5	NPL, SEMS, ENVIROSTOR, SLIC, HIST Cal-Sites, ROD, PRP, ENF	Intersil Inc./ Siemens Components, located at 10900 North Tantau Avenue/19000 Homestead Road, Cupertino, CA 95014 (0.8 miles southwest – up-gradient)	This site is a two-property Superfund site. Intersil and Siemens Components have manufactured semiconductors for several years on two locations covering 15 acres. Investigations in 1982 as a part of the State Water Resources Control Board's UST leak detection program found organic solvents in soils on the site and in ground water on and off the site. Remediation and groundwater treatment is ongoing. Based on the most recent monitoring well data and relative distance from the project site, the Intersil and Siemens site conditions are not a significant environmental concern.

4.8.2 Checklist and Discussion of Impacts

	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, 13
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 13
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 checked="" type="checkbox"/>	<input type="checkbox"/>	1, 9, 13
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"/>	1, 13

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
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 type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2
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, 2
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"/>	1, 2

4.8.2.1 *Impacts from Hazardous Materials Uses, Transport, or Disposal* (Checklist Question a)

Operation of the proposed project would likely include the on-site use and storage of cleaning supplies and maintenance chemicals in small quantities. The small quantities of cleaning supplies and maintenance chemicals used on-site would not post a risk to adjacent land uses. The project would not create a significant hazard to the public or environment from the use, transport or storage of these chemicals. **(Less Than Significant Impact)**

4.8.2.2 *Impacts from Potential Hazardous Materials Release* (Checklist Question b)

Agricultural Chemicals

The project site was historically used for agricultural purposes. There is potential that agricultural chemicals, such as pesticides, herbicides and fertilizers, were used on site, and that the project site has been impacted by the use of such chemicals. Soils on-site and groundwater beneath the site could potentially be contaminated with agricultural chemicals, which could be released into the environment and expose construction workers to contamination.

Impact HAZ-1: The surface and sub-surface soils on-site are contaminated due to past agricultural operations. Implementation of the project could expose

construction workers and adjacent land uses to residual agricultural soil contamination. **(Significant Impact)**

Mitigation Measures: The following mitigation measures would be implemented to reduce the risk of exposure to residual agricultural contamination on adjacent properties:

- MM HAZ-1.1:** Prior to demolition and excavation of the project site, a Phase II Environmental Site Assessment (Phase II ESA) will be completed to determine if agricultural chemicals are present in the soil and groundwater at the site. The site will be sampled for CAM 17 Metals, pesticides, TPH-G, BTEX, and 5-Oxygenates. Phase II ESA sampling activities shall be coordinated with the Santa Clara Fire Department.
- MM HAZ-1.2:** Following demolition and removal of pavement, soil samples will be gathered from the site and sent for laboratory analyses to evaluate appropriate disposal alternatives. The analyses would include but not be limited to organochlorine pesticides, lead, petroleum hydrocarbons, and other metals. Sampling will occur prior to the issuance of grading permits.
- MM HAZ-1.3:** In the event that impacted soil is identified on-site, the Director of Planning and Inspection shall be notified and the lateral and vertical extent of soil containing contaminant concentrations greater than the San Francisco Bay Regional Water Quality Control Board's (RWQCB's) environmental screening levels (ESLs). Sample results shall be submitted to the Santa Clara Fire Department for review.
- Contaminated soil shall be handled separately from "clean" soil. Common and potentially applicable remedial measures for the impacted soil may include: 1) excavation and off-site disposal at a permitted facility; 2) the use of engineering and administrative controls, such as consolidation and capping of the soil on-site and land use covenants restricting certain activities/uses; and 3) a combination of the above. Remedial activities at the site, if warranted, would be overseen by an appropriate regulatory agency, such as the Department of Toxic Substances Control (DTSC) or the Santa Clara County Department of Environmental Health (SCCDEH).
- MM HAZ-1.4:** The affected soils on-site could be excavated and transported to the appropriate facility for disposal, under the oversight of SCCDEH or DTSC.

Implementation of the identified mitigation measures would reduce the risk of construction worker exposure to residual agricultural contaminated soils and/or groundwater. In addition, dust control measures would be implemented during all applicable phases of construction. For these reasons, adjacent land uses and construction workers would not be exposed to substantially contaminated soils and/or groundwater. **(Less Than Significant Impact with Mitigation)**

ACM and LBP Contaminated Building Materials

An asbestos and lead-based paint survey was not conducted as part of the environmental site assessment. Given the age of the restaurant structure on-site, both asbestos and lead-based paint may be present within the structure. The project proposes to demolish the existing structures and, as a result, an asbestos survey must be conducted under National Emission Standards for Hazardous Air Pollutants (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. It will be necessary, however, to follow the requirements outlined by 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 impacts 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 National Emissions Standards for Hazardous Air Pollutants (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 will result in a less than significant impact from ACMs and lead. **(Less Than Significant Impact)**

4.8.2.3 *Impacts to Nearby Schools* *(Checklist Question c)*

The closest school to the project site is Pomeroy Elementary, approximately 0.20 miles south of the site. With the implementation of the dust control measures and **MM AIR-1.1** to reduce emissions during construction (refer to *Section 4.3 Air Quality* of this Initial Study), the project's construction emissions would not have a significant effect on local schools. The implementation of measures to reduce impacts due to ACMs and lead and **MM HAZ-1.1- MM HAZ-1.4** would ensure that potentially contaminated materials are properly handled to avoid chemical releases into the environment. For these reasons, construction emissions and hazardous waste handling would have a less than significant impact on nearby schools. **(Less Than Significant Impact)**

4.8.2.4 *Impacts of Hazardous Materials Use on Public and Environment* *(Checklist Question d)*

Section 65962.5 of the Government Code requires California Environmental Protection Agency (Cal EPA) to develop and update (at least annually) a list of hazardous waste and substances sites. This list is used by the state, local agencies, and developers to comply with CEQA requirements. The list includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB). The site is not listed on a hazardous materials sites compiled pursuant to Government Code Section 65962.5.

The site is listed on two regulatory databases (not listed a Cal EPA hazardous materials site); however, a review of these listings indicated the site's conditions are not an environmental concern. Based on previous agricultural uses, the project will implement **MM HAZ-1.1 – MM HAZ-1.4** to reduce the potential impacts of soil and groundwater contamination. The project will also implement measures to reduce impacts of ACM and lead-based paint on construction workers and the environment. For these reasons, the project is not located on a site that would create a significant hazard to the environment. **(Less Than Significant Impact)**

4.8.2.5 *Other Hazards*

Airport Operations *(Checklist Questions e and f)*

The nearest airport is Norman Y. Mineta San José International Airport, located approximately 3.3 miles east of the project site. The project site is not located within a Comprehensive Land Use Plan (CLUP)-defined safety zone or within the Norman Y. Mineta San José International Airport Influence Area (AIA), which is a composite of the areas surrounding the airport that are affected by noise, height, and safety considerations.

Federal Aviation Regulation Part 77 sets forth standards and review requirements for the protection of airspace. Part 77 is administered by the Federal Aviation Administration (FAA) and includes the restrictions on the height of potential structures, use of reflective surfaces and flashing lights,

electronic interference, and other potential hazards to aircraft in flight. Building height restrictions are intended to keep flight paths clear of structures that could interfere with takeoff and landing movements. Based on the Norman Y. Mineta San José International Airport's Notice Requirement Criteria Map, structures that exceed 100 feet above ground surface at the site would be required to notify the FAA. The proposed development would not exceed 55 feet above ground surface and is, therefore, not considered an aircraft hazard nor does the project require to notice to the FAA. The project site is not located near any private air strip; the project would not result in a hazard to aircrafts leaving from private airstrips. Therefore, implementation of the proposed project would not result in safety hazard impacts due to airport activities. **(No Impact)**

Emergency Response Plans *(Checklist Question g)*

The City's General Plan concluded new development and redevelopment allowed under the General Plan could impair the implementation of an adopted emergency response plan or emergency evacuation plan; however, implementation of policies and existing regulations and programs would substantially reduce the impairment of emergency response plans. Therefore, the proposed project would not impair or interfere with the implementation of an adopted emergency response plan or emergency evacuation plan. **(No Impact)**

Wildland Fires *(Checklist Question h)*

The project site is in a developed urban area and it is not adjacent to any wildland areas that would be susceptible to fire. Therefore, implementation of the proposed project would not expose future site users or the proposed building to wildland fires. **(No Impact)**

4.8.2.6 *Existing Hazardous Materials Conditions Affecting the Project*

The California Supreme Court in a December 2015 opinion (*BIA v. BAAQMD*) confirmed CEQA is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project; nevertheless the City has policies that address existing conditions (e.g. soil/groundwater contamination) affecting a proposed project, which are addressed below.

The policies of the Santa Clara 2010-2035 General Plan have been adopted for the purpose of avoiding or mitigating environmental effects resulting from planned development within the City. The following policies apply to the proposed project:

Policy 5.10.5-P22: Regulate development on sites with known or suspected contamination of soil and/or groundwater to ensure that construction workers, the public, future occupants and the environment are adequately protected from hazards associated with contamination, in accordance with applicable regulations.

Policy 5.10.5-P23: Require appropriate clean-up and remediation of contaminated sites.

Policy 5.10.5-P25: Use Best Management Practices to control the transport of hazardous substances to identify appropriate haul routes to minimize community exposure to potential hazards.

Based on the Phase I ESA, past agricultural chemicals used on-site may have impacted the surface and sub-surface soils of the property. Consistent with MM HAZ-1.1-MM HAZ-1.4, a Phase II Environmental Assessment will be prepared to assess the soil and groundwater conditions. Off-site properties listed in regulatory databases were not considered an environmental concern for the site, due to the distance, gradient, or regulatory status of the properties. Under the oversight of SCCDEH, only soils requiring removal would be transported for disposal off-site. A majority of the project site would be covered by hardscape and the remaining impacted soils within landscaped areas would be placed under concrete foundations. Therefore, the project would be consistent with Policy 5.10.5-P22, Policy 5.10.5-P23, and Policy 5.10.5-P25 and would not pose a safety risk to future residents.

4.8.3 Conclusion

The proposed project would result in a less than significant hazardous materials impact with implementation of the identified mitigation. **(Less Than Significant Impact with Mitigation)**

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Nonpoint Source Pollution Program

The Federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. EPA and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA's regulations, under Section 402 of the Clean Water Act, include the NPDES permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the water quality control boards, which for the Santa Clara area is the San Francisco RWQCB.

Statewide Construction General Permit

The SWRCB has implemented a NPDES General Construction Permit for the State of California. For any projects that disturb one or more acres of land, the project applicant is required to submit a Notice of Intent (NOI) to the State Board and a Storm Water Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction. The SWPPP addresses appropriate measures for reducing construction and post-construction impacts.

Municipal Regional Stormwater NPDES Permit (MRP)/C.3 Requirement

The San Francisco Bay RWQCB has issued a Municipal Regional Stormwater NPDES Permit (Permit Number CAS612008) (MRP). The permit requires all members, including the City of Santa Clara, to implement programs that reduce urban runoff pollution and promote public awareness. Under provisions of the NPDES Municipal Permit, redevelopment projects that disturb more than 10,000 square feet of impervious surface are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. Amendments to the MRP require all of the post-construction runoff to be treated by using Low Impact Development (LID) techniques.

Santa Clara Valley Urban Runoff Pollution Prevention Program

The Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) was developed in accordance with the requirements of the 1986 San Francisco Bay Basin Water Quality Control Plan, for the purpose of reducing water pollution associated with urban stormwater runoff. This program was also designed to fulfill the requirements of Section 304(1) of the Federal Clean Water Act, which mandated that the Federal Environmental Protection Agency develop NPDES application requirements for storm water runoff.

Hydromodification

In addition to water quality controls, the Municipal Regional Stormwater NPDES permit requires all new and redevelopment projects that create or replace one acre or more of impervious surface to

manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation or other impacts to beneficial uses of local rivers, streams, and creeks. Projects may be deemed exempt from the permit requirements if they do not meet the size threshold, drain into tidally influenced areas or directly into the Bay, drain into hardened channels, or are infill projects in subwatersheds or catchments areas that are greater than or equal to 65 percent impervious (per the Santa Clara Permittees Hydromodification Management Applicability Map).

Based on the SCVUPPP Watershed Map for the City of Santa Clara, the project site is in a catchment area which drains to a hardened channel or tidal area. As a result, the project is not subject to the NPDES hydromodification peak runoff requirements.¹²

4.9.1.2 Existing Conditions

Flooding

Based on the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps, the project site is within Zone X.¹³ Flood Zone X includes: 1) areas with 0.2 percent annual chance flood; 2) areas of one percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile; or 3) areas protected by levees from one percent annual flood. The closest waterway is Calabazas Creek, located approximately one third mile east of the project site.

Dam Failure

Portions of the City are within the Lexington Dam and Anderson Dam failure hazard zones. Based on the Santa Clara Valley Water District dam failure inundation hazard maps, the project site is not within a dam failure hazard zone.¹⁴

Seiches, Tsunamis, and Mudflows

There are no landlocked bodies of water near the project site that would affect the site in the event of seiche. There are no bodies of water near the project site that would affect the site in the event of a tsunami. The project area is flat and there are no mountains in proximity that would affect the site in the event of a mudflow.

¹² Santa Clara Valley Urban Runoff Pollution Prevention Program. *HMP Applicability Map: City of Santa Clara*. November 2010. Available at: < http://www.scvurppp-w2k.com/HMP_app_maps/Santa_Clara_HMP_Map.pdf>. Accessed September 5, 2017.

¹³ Federal Emergency Management Agency. *FEMA's National Flood Hazard Layer (Official): Panel 06085C0226H. Effective May 18, 2009*. Available at: < <https://msc.fema.gov/portal/search#searchresultsanchor>>. Accessed September 5, 2017.

The Clean Water Act, Section 303, establishes water quality standards and TMDL programs. The 303(d) list is a list of impaired water bodies. A TMDL is a calculation of the maximum amount of a pollutant that a water body can receive and still meet water quality standards.

¹⁴ Santa Clara Valley Water District. Lexington Reservoir 2009 Flood Inundation Maps. 2009. Accessed August 26, 2016. <<http://www.valleywater.org/Services/LexingtonReservoirAndLenihanDam.aspx>>.

¹⁷ Santa Clara Valley Water District. Anderson Dam and Reservoir 2009 Flood Inundation Maps. 2009. Accessed August 26, 2016. <<http://www.valleywater.org/Services/AndersonDamAndReservoir.aspx>>.

Storm Drainage System

The City of Santa Clara owns and maintains the municipal storm drainage system which serves the project site. The lines that serve the project site drain into Calabazas Creek, which is located one-third mile east of the site. Calabazas Creek flows north, carrying the effluent from the storm drains into San Francisco Bay, which is located seven miles north of the site. There is no overland release of stormwater directly into any water body from the project site.

Currently, the project site is developed with one commercial building, paved parking areas and landscaping. Approximately 18 percent of the site is pervious. An existing storm drain line runs along El Camino Real.

Groundwater

Groundwater has been encountered at depths of 18.5 to 19 feet below groundwater surface beneath the project site. Fluctuations in groundwater levels may occur seasonally and over a period of years due to precipitation, temperature, and irrigation. Groundwater beneath the site flows in the north and northeast direction.

Water Quality

As stated above, stormwater from the project site drains into the Calabazas Creek. The water quality of Calabazas Creek is directly affected by pollutants contained in stormwater runoff from a variety of urban and non-urban uses. Stormwater from urban uses contains metals, pesticides, herbicides, and other contaminants, including oil, grease, asbestos, lead, and animal wastes. Based on data from the Environmental Protection Agency (EPA), Calabazas Creek is currently listed on the California 303(d) list for pesticides.¹⁵

¹⁵ California Environmental Protection Agency, State Water Resources Control Board. *Impaired Water Bodies: California 2012 303(3) Combined List Table*. Approved April 2015.

4.9.2

Checklist and Discussion of Impacts

	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, 2
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, 2
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, 2
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, 2
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 checked="" type="checkbox"/>	<input type="checkbox"/>	1, 14
h) Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 14
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 type="checkbox"/>	<input checked="" type="checkbox"/>	1, 15
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2

4.9.2.1 ***Impacts to Storm Drainage***
(Checklist Questions c, d, and e)

The existing and proposed square footages of pervious and impervious surfaces are shown on Table 4.9-1, below. Under existing conditions, approximately 80,736 square feet (approximately 82 percent) of the project site is covered with impervious surfaces. Under project conditions, the site would be covered with approximately 89,615 square feet (approximately 91 percent) of impervious surfaces. Implementation of the project would result in a nine percent increase in impervious surfaces at the project site.

Table 4.9-1: Pervious and Impervious Surfaces On-Site						
Site Surface	Existing/Pre-Construction (s.f.)	%	Project/Post-Construction (s.f.)	%	Difference (s.f.)	%
Impervious						
Building Footprint	25,150	25.4	43,295	43.8	18,145	18.4
Parking	55,586	56.2	28,175	28.5	-27,411	-27.7
Sidewalks, Patios, Paths	0	0	18,145	18.3	18,145	18.3
<i>Subtotal</i>	<i>80,736</i>	<i>81.6</i>	<i>89,615</i>	<i>90.6</i>	<i>8,879</i>	<i>9.0</i>
Pervious						
Landscaping	18,145	18.4	9,266	9.4	-8,879	-9.0
<i>Subtotal</i>	<i>18,145</i>	<i>18.4</i>	<i>9,266</i>	<i>9.4</i>	<i>-8,879</i>	<i>-9.0</i>
TOTAL	98,881	100	98,881	100		

The project would add approximately 8,880 of impervious surfaces and would replace 71,470 square feet of impervious surfaces.¹⁶ Since it is replacing more than 10,000 square feet of impervious surfaces, the project must conform to the requirements of the Municipal Regional Stormwater NPDES Permit. Conformance with the Permit requirements is illustrated in the Conceptual Stormwater Control Plan and would be finalized in the final Stormwater Control Plan at the Development Permit state of the project. Plans would be certified by engineers to ensure incorporation of appropriate and effective source control measures to meet Low Impact Development (LID) requirements to prevent discharge of pollutants, reduce impervious surfaces, retain a percentage of runoff on-site for percolation, and treatment control measures to remove pollutants from runoff entering the storm drainage system. In order to meet the City's requirements and the NPDES requirements, the project proposes storm drain inlets, bio-retention areas, and a media filtration unit to reduce urban water run-off.

The proposed treatment facilities would have sufficient capacity to treat the stormwater runoff entering the storm drainage system. In addition, the project would be required to maintain all post-

¹⁶ Personal Communication. Jeremy Haggberg, De Anza Properties. October 25, 2017. The impervious and pervious surface data was provide by De Anza Properties.

construction treatment control measures, as outlined below, throughout the life of the project. The following measures, based on the RWQCB BMPs and City requirements, are included in the proposed project as a condition of project approval to ensure compliance with NPDES permit requirements to reduce post-construction water quality impacts.

- When the construction phase is complete, a Notice of Termination (NOT) for the General Permit for Construction would be filed with the RWQCB and the City of Santa Clara. The NOT shall document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a post-construction stormwater management plan is in place as described in the SWPPP for the project site.
- All post-construction Treatment Control Measures (TCMs) shall be installed, operated, and maintained by qualified personnel. On-site inlets shall be cleaned out at a minimum of once per year, prior to the wet season.
- The property owner/site manager shall keep a maintenance and inspection schedule and record to ensure the TCMs continue to operate effectively for the life of the project. Copies of the schedule and record must be provided to the City upon request and must be made available for inspection on-site at all times.

Runoff would be routed directly from the treatment facilities to the storm drainage system and would not flow off-site. With the implementation of the above measures, installation and maintenance of the proposed stormwater treatment systems would not alter the City's drainage patterns or result in a significant impact on water quality.

4.9.2.2 *Impacts to Water Quality* *(Checklist Questions a and f)*

Operational Impacts

The project would contribute the same types of stormwater runoff pollutants as the residential and commercial uses surrounding the development. Runoff from streets and parking areas often carry grease, oil, and trace amounts of heavy metals into the storm drainage system. Although the amounts of these pollutants ultimately discharged into the waterways are unknown, over time they could be substantial.

While the proposed project would generate pollutants which would flow into the storm drainage system, the water would be filtered through bio-retention areas and a media filtration system prior to discharge. Treatment of the stormwater exiting the site would improve the quality of stormwater entering the storm drainage system compared to existing conditions.

In order to meet the City's and the NPDES requirements, the project proposes the following design measure to reduce runoff pollutant loads:

Operational Measures

- The walkways, driveways, parking lot, and rooftop runoff would drain into bio-retention areas throughout the site.
- The project would also utilize a stormwater media filtration unit along the northern sides of the project site.

With the incorporation of the above treatment control measures and the above NPDES permit requirements to reduce post-construction water quality impacts, project operations would not substantially degrade water quality or violate water quality standards. With implementation of the project's proposed Stormwater Control Plan (SWCP), the project would not violate any adopted water quality standards or waste discharge requirements. **(Less Than Significant Impact)**

Construction Impacts

Demolition and construction would temporarily increase the amount of debris on-site and grading activities would increase erosion and sedimentation that could be carried by runoff into Calabazas Creek. Because the proposed project would disturb more than one acre of land, the project would be required to comply with the general stormwater permit and prepare SWPPP for construction activities. In addition, the following measures (based on RWQCB recommendations) have been included in the project as a condition of project approval to reduce potential construction-related water quality impacts:

Construction Measures

- Burlap bags filled with drain rock shall be installed around storm drains to route sediment and other debris away from the drains.
- Earthmoving or other dust-producing activities would be suspended during periods of high winds.
- All exposed or disturbed soil surfaces would be watered at least twice daily to control dust as necessary.
- Stockpiles of soil or other materials that can be blown by the wind would be watered or covered.
- All trucks hauling soil, sand, and other loose materials would be covered and all trucks would be required to maintain at least two feet of freeboard.
- All paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites would be swept daily (with water sweepers).
- Vegetation in disturbed areas would be replanted as quickly as possible.

With implementation of the identified construction measures and compliance with the NPDES General Construction Permit, construction of the proposed project would have a less than significant impact on water quality. **(Less Than Significant Impact)**

4.9.2.3 *Impacts to Groundwater* *(Checklist Question b)*

The project site does not currently contribute to recharging of groundwater aquifers. The depth to groundwater at the project site is 18.5 to 19 feet below ground surface. Development of the proposed project would include trenching for utilities but would not have any substantial excavations. The maximum depth of excavation required for construction of project would be approximately 12.5 feet below ground surface. The project would not use groundwater, deplete groundwater supply, or interfere with groundwater recharge. Therefore, the project would not interfere with groundwater flow. **(Less Than Significant Impact)**

4.9.2.4 *Existing Flooding Conditions Affecting the Project* *(Checklist Questions g, h, i and j)*

The California Supreme Court in a December 2015 opinion (BIA v. BAAQMD) confirmed CEQA is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project; nevertheless the City has policies that address existing conditions (e.g. flooding) affecting a proposed project, which are addressed below.

Based on the FEMA flood insurance rate maps, the project site is located within Flood Zone X; areas of two percent annual chance flood, areas with one percent chance of annual flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees from a one percent annual flood. The project site is outside the 100-year floodplain; therefore, implementation of the proposed project would not expose people or structures to significant flood hazards. In addition, due to the location of the project site, the project would not be subject to inundation by seiche, tsunami, or mudflow.

As mentioned previously, the project site is not within a dam failure inundation hazard zone. Implementation of the project would not expose people or structures to significant flooding risks due to dam failure.

4.9.3 Conclusion

The project would not result in people or structures being exposed to significant flood risks or place housing within a 100-year flood hazard area. **(Less Than Significant Impact)**

The project would not be subject to inundation by seiche, tsunami, or mudflow. **(No Impact)**

The project would comply with the Nonpoint Source Pollution Program and the Municipal Regional Stormwater Permit and, therefore, would not violate any water quality standards or waste discharge requirements. **(Less Than Significant Impact)**

The project would not result in a significant impact to the City's storm drainage system and would not degrade water quality. **(Less Than Significant Impact)**

The project would not deplete the groundwater supply or interfere with groundwater recharge. **(Less Than Significant Impact)**

4.10 LAND USE AND PLANNING

4.10.1 Environmental Setting

4.10.1.1 *Existing Conditions*

Project Site

The project site is located in an urban residential and commercial area. The site is currently developed with a 2,450-square foot restaurant, paved parking areas, an unpaved vacant area, and landscaped areas. The project site is currently accessed by two driveways on El Camino Real and there is a sidewalk along the project frontage. Figure 2.2-3 shows the project site and surrounding land uses.

Surrounding Land Uses

The site is bordered by El Camino Real to the north, a one-story commercial building and two-story apartment building to the west, two-story multi-family residential uses to the south, one-story single-family residences, and a two-story multi-family residence and two-story commercial office building to the east. North of El Camino Real are one- to two-story commercial businesses.

Existing Land Use Designation and Zoning

The City of Santa Clara General Plan is an adopted statement of goals and policies for the future character and quality of development of the community. The Zoning Ordinance establishes various districts within the City and specifies the lawful uses within the districts to encourage the most appropriate use of land within the City.

The project site is currently designated *Community Mixed Use* in the General Plan. The *Community Mixed Use* designation is a combination of the *Community Commercial* and *Medium Density Residential* that allows for a mix of residential and commercial uses along major roadways. Retail, commercial and neighborhood office uses, at a minimum floor area ratio (FAR) of 0.10 in conjunction with residential development between 19 and 36 units per acre are allowed under this designation.

The project site's existing zoning designation is *CT – Thoroughfare Commercial*. The *CT – Thoroughfare Commercial* zoning district (Chapter 18.38 of the City Code) is intended for commercial uses that are appropriate to major commercial thoroughfare or highway locations and are dependent on thoroughfare travel, and to encourage the development of auto-oriented uses. The *CT* district does not allow residential development.

4.10.2 Checklist and Discussion of Impacts

	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
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, 6
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, 2

4.10.2.1 *Impacts to an Established Community* (Checklist Question a)

Impacts to an established community can occur if the project physically divides a community. The project site is located in an urban area developed with residential and commercial uses. The project proposes a four-story, mixed-use development with retail on the ground floor, residential units on the second through fourth floors, and surface and garage parking on the first and second floors of the buildings. The existing sidewalks along the project frontage on El Camino Real would provide pedestrian access to the proposed retail, residential lobby, and leasing office areas. A driveway onto El Camino Real would provide access to parking. The project's residential and retail development is consistent with the surrounding uses of the site. The layout and design of the proposed project does not include any features that would physically divide the surrounding community. **(Less Than Significant Impact)**

4.10.2.2 *Consistency with Applicable Plans, Policies, or Regulations* (Checklist Question b)

As proposed, the project would demolish the existing restaurant and construct a four-story mixed-use development on a podium. The proposed development would include 66 residential units (within Buildings 2 and 3), 9,330 square feet of retail space, a gym, leasing office space (Building 1), and 188 parking spaces. The project would include a pool on an outdoor patio on the third and fourth levels and a 2,735-square foot gym on the fourth level of Building 1. A central courtyard area would be located in between residential Buildings 2 and 3.

General Plan

As stated in Section 4.10.1, the project site is designated *Community Mixed Use* under the City's General Plan. The proposed project meets the minimum FAR of 0.10 for retail/commercial uses and

is within the density allowed, 20 and 36 units per acre, for residential units under this designation. For these reasons, the proposed project is consistent with the site's General Plan land use designation and would not conflict with the General Plan. **(Less Than Significant Impact)**

Zoning

The *CT – Thoroughfare Commercial* zoning designation (Chapter 18.38 of the City Code) is intended for commercial uses that are appropriate to major commercial thoroughfare or highway locations and are dependent on thoroughfare travel, and to encourage the development of auto-oriented uses. The *CN* district does not allow residential development and is, therefore, not consistent with the proposed project.

A *PD-Planned Development* must be designed to provide an environment of a stable, desirable character and consistent with its surrounding neighborhood. It must be generally consistent with the development standards of this zoning designation in such a way as to form a harmonious, integrated project of sufficient unity and architectural quality to justify the mixture of normally separated uses or to justify certain exceptions to the normal regulations of this zoning designation. These standards include, but are not limited to, the following: on-site parking, landscaping, building lot coverage, height limits, setback requirements, required distances, and buffering between residential and commercial development. (Section 18.54.050, City Code).

The proposed *PD-Planned Development* zoning would allow for the 55-foot tall development and proposed setback distances. The proposed development's uses would be consistent with the surrounding residential and commercial land uses in the area. The proposed retail storefront would be similar in visual character to retail businesses along El Camino Real.

The proposed project would meet the City's architectural standards. Approval of the PD zoning would not result in an incompatible land use or a built environment on-site that would preclude the continued operation of the surrounding land uses. The proposed rezoning would be consistent with the existing General Plan designation and the proposed project, and would not result in a significant land use impact. **(Less Than Significant Impact)**

4.10.2.3 *Consistency with Habitat Conservation Plan* *(Checklist Question c)*

The project is not located within an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or any other approved habitat conservation plan. Therefore, the project would not conflict with any habitat conservation plan or natural community conservation plan. **(No Impact)**

4.10.3 Conclusion

The proposed project would be compatible with the General Plan and proposed PD rezoning and all adjacent and nearby land uses. Implementation of the project, therefore, would not result in significant land use impacts. **(Less Than Significant Impact)**

4.11 MINERAL RESOURCES

4.11.1 Environmental Setting

4.11.1.1 *Existing Conditions*

The City is located in an area zoned MRZ-1 for aggregate materials by the State of California.¹⁷ 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 area is not known to support significant mineral resources of any type. No mineral resources are currently being extracted in the City. The State Office of Mine Reclamation's list of mines (the AB 3098 List) regulated under the Surface Mining and Reclamation Act (SMARA) does not include any mines within the City.¹⁸

4.11.2 Checklist and Discussion of Impacts

	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"/>	1, 2
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2

4.11.2.1 *Impacts to Mineral Resources* (Checklist Questions a and b)

The proposed project site is within a developed urban area and it does not contain any known or mineral resources identified by the state. In addition, no mineral resources were identified in the City's General Plan. For these reasons, the proposed project would have no impact on mineral resources. **(No Impact)**

4.11.3 Conclusion

The project would not result in a significant impact from the loss of availability of a known mineral resource. **(No Impact)**

¹⁷ Kohler-Antablin, S. 1996. Update of Mineral Land Classification: Aggregate Materials in the South San Francisco Bay Production-Consumption Region. (Open-File Report 96-03.) Sacramento, CA: California Department of Mines and Geology.

¹⁸ California Department of Conservation, Division of Mine Reclamation. *AB 3098 List*. July 2017. Available at: <http://www.conservation.ca.gov/dmr/Documents/July_2017-3098.xls.pdf>. Accessed September 1, 2017.

4.12 NOISE AND VIBRATION

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

The State of California and the City of Santa Clara have established regulatory criteria that are applicable in this assessment. The State of California Environmental Quality Act (CEQA) Guidelines, Appendix G, are used to assess the potential significance of impacts pursuant to local General Plan policies, Municipal Code standards, or the applicable standards of other agencies. A summary of the applicable regulatory criteria is provided below:

CEQA Guidelines

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

California Building Code

The State Building Code, Title 24, Part 2 of the State of California Code of Regulations establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dBA DNL or CNEL¹⁹ in any habitable room.

City of Santa Clara General Plan

The City of Santa Clara's General Plan establishes policies to control noise within the community. Table 4.12-2 shows the noise levels considered compatible with specific land uses. Residential land uses are considered compatible with the noise levels up to 55 dBA CNEL. The guidelines state that where the exterior noise levels are greater than 55 dBA CNEL and less than 70 dBA CNEL, the design of the project should include measures to reduce noise levels to acceptable levels.

¹⁹ DNL (or L_{dn}) stands for Day-Night Level and is a 24-hour average of noise levels, with 10 dB penalties applied to noise occurring between 10:00 PM and 7:00 AM. CNEL stands for Community Noise Equivalent Level; it is similar to the DNL except that there is an additional five (5) dB penalty applied to noise which occurs between 7:00 PM and 10:00 PM. Title 24 states that the determination of whether to apply DNL or CNEL should be consistent with the metric used in the noise element of the local general plan.

Table 4.12-1: Noise and Land Use Compatibility (CNEL)									
Land Use	50	55	60	65	70	75	80	85	
Residential									
Educational									
Recreational									
Commercial									
Industrial									
Open Space									
	Compatible								
	Require Design and insulation to reduce noise levels								
	Incompatible. Avoid land use except when entirely indoors and an interior noise level of 45 dBA can be maintained								
Source: <i>City of Santa Clara 2010-2035 General Plan</i>									

City of Santa Clara City Code

The City Code establishes noise level performance standards for fixed sources of noise. Section 9.10.40 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 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. Construction activities are not permitted within 300 feet of residentially zoned property except within the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM and 6:00 PM on Saturdays. No construction is permitted on Sundays or holidays.

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}).

4.12.1.2 Existing Conditions

Overview

Fundamentals of Noise

Noise is typically defined as unwanted sound. Acceptable levels of noise vary from land use to land use. State and Federal standards have been established as guidelines for determining the compatibility of a particular land use with its noise environment.

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. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called L_{eq} . The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can measure environmental noise levels within about plus or minus one dBA. Since the community sensitivity to noise increases during the evening and at night, 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The Community Noise Equivalent Level (CNEL) is a measure of the cumulative noise exposure in a community, with a five dB penalty added to evening noise between 7:00 PM and 10:00 PM and a 10 dB addition to nighttime noise between 10:00 PM and 7:00 AM. The Day/Night Average Sound Level, L_{dn} , is the average A-weighted noise level during a 24-hour day, obtained after the addition of 10 dB to noise levels measured in the nighttime between 10:00 PM and 7:00 AM.

Existing Noise Levels

The existing noise environment at the project site primarily results from vehicular traffic on El Camino Real, surrounding streets, and aircraft approaching or departing from the Norman Y. Mineta San José International Airport. According to General Plan EIR, traffic noise levels in the project area were measured to be between 65 and 75 dBA DNL in 2010. Noise levels in the project area are projected to remain the same through the year 2035.

The nearest airport to the site is the Norman Y. Mineta San José International Airport (San Jose Airport), approximately 3.3 miles east of the site. Based on the 2017 noise contours for the airport (shown in the in the Airport Master Plan), the project site is exposed to aircraft noise levels of less than 60 dB Community Noise Level Equivalent (CNEL).

4.12.2 Checklist and Discussion of Impacts

	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
b) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, 2

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project result in:					
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
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, 2
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 type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2

4.12.2.1 *Thresholds of Significance*

The CEQA Guidelines state that a project would normally be considered to have a significant impact if noise levels conflict with adopted environmental standards or plans, or if noise levels generated by the project would substantially increase existing noise levels at noise-sensitive receivers on a permanent or temporary basis. CEQA does not define what noise level would be substantial. The Santa Clara General Plan defines a three dBA L_{dn} change as noticeable, a five dBA L_{dn} change as distinct, and a 10 dBA L_{dn} change as doubling of noise.²⁰ Typically, project generated noise level increases of three dBA L_{dn} or greater are considered significant where resulting exterior noise levels would exceed the normally acceptable noise standard with the project. Where noise levels would remain at or below the normally acceptable noise level standard with the project, a noise level increase of five dBA L_{dn} or greater is considered significant.

4.12.2.2 *Project-Generated Traffic Noise Impacts* (Checklist Question a)

A noise increase is considered substantial if it increases the ambient noise level by three decibels or more in noise sensitive areas. A three decibel increase is equivalent to a doubling of traffic on local roadways. The project would result in 586 net new daily traffic trips (please refer to *Section 4.16 Transportation*).²¹ Vehicles would access the site via El Camino Real. Based on the General Plan EIR, the average daily traffic (ADT) volume on El Camino Real, between Calabazas Boulevard and Lawrence Expressway, was 32,800 in 2010 and is projected to be 39,280 in 2035. The project-generated increase in traffic would result in traffic noise increases; however, the amount of traffic on any local roadways would not double and would not noticeably increase the ambient noise level of the project area. Since project traffic would not generate noise levels of the General Plan threshold

²⁰ City of Santa Clara. 2010. *City of Santa Clara 2010-2035 General Plan, Section 8.14.1 Noise Measurement*.

²¹ The 1,622 daily traffic trips is the total number of trips generated by the project and does not deduct for the existing daily trips to/from the project site.

of three dBA or more, project-generated traffic would result in a less than significant noise impact. **(Less Than Significant Impact)**

4.12.2.3 *Project-Generated Rooftop Equipment Noise Impacts* *(Checklist Question a and c)*

The proposed project would include various mechanical equipment such as ventilation systems, air conditioning, exhaust fans, etc. The City Code limits noise levels from building equipment to 55 dBA Leq during the daytime (7:00 am to 10:00 pm) and 50 dBA Leq during the evening (10:00 pm to 7:00 am) at adjacent noise sensitive land uses. It is unlawful for any person to operate disturbing or excessive noise on property such that the noise level exceeds the maximum noise levels set forth in the City Code. The project would be required to install screening and/or other noise attenuation measures to comply with City Code requirements. As a result, noise produced by mechanical equipment during project operations a substantial permanent increase in ambient noise levels at residences near the site. **(Less Than Significant Impact)**

4.12.2.4 *Impacts from Project Construction* *(Checklist Questions b and d)*

Construction activities associated with implementation of the proposed project would temporarily increase noise levels in the project area. Construction activities generate considerable amounts of noise, especially during demolition and construction of project infrastructure when heavy equipment is used.

The construction of the proposed project would temporarily increase noise levels in the immediate vicinity of the project site and would be audible at the adjacent residences. Compliance with City Code requirements for construction (Chapter 9.10, listed below) will reduce impacts from construction activities on the project site.

- Construction and demolition activities shall be limited to the period between 7:00 AM and 6:00 PM Monday through Friday and 9:00 AM to 6:00 PM on Saturdays. No construction or demolition activities are permitted on Sundays or holidays.
- Construction crews will be required to use available noise suppression devices and properly maintain and muffle internal combustion engine-driven construction equipment.
- The applicant shall designate a disturbance coordinator and post the name and phone number of this person at easy reference points for the surrounding land uses. The disturbance coordinator shall respond to and address all complaints about noise.

With the implementation of the above City Code requirements during construction, the project would not result in significant groundborne noise levels nor substantial temporary or periodic increase in noise in the project vicinity. **(Less Than Significant Impact)**

4.12.2.5 *Aircraft Noise* *(Checklist Questions e and f)*

The distance between the project site and the Norman Y. Mineta San José International Airport is approximately 3.3 miles. The project site is outside the 2027 noise contours in the Airport Master Plan. Although aircraft-related noise may occasionally be audible at the project site, the proposed project would not expose people residing or working in the project area to excessive aircraft-related noise levels. Implementation of the project would have a less than significant impact. **(Less Than Significant Impact)**

The project site is not located within the vicinity of a private airstrip. **(No Impact)**

4.12.2.6 *Existing Noise Conditions Affecting the Project*

The California Supreme Court in a December 2015 opinion (*BIA v. BAAQMD*) confirmed CEQA is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. With the exception of noise resulting from proximity to an airport, environmental documents need not consider the effects of environmental noise on a project. Nevertheless the City has policies that address existing conditions (e.g. noise) affecting a proposed project, which are addressed below.

The policies of the City of Santa Clara 2035 General Plan have been adopted for the purpose of avoiding or mitigating environmental effects resulting from planned development within the City. The following policies apply to the proposed project:

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

Based on the General Plan, it is estimated that future residents and employees would be exposed to noise levels less than or equal to 75 dBA. The proposed project would be required to incorporate noise attenuation measures to achieve the “normally acceptable” City noise level standards and meet CBC maximum interior noise levels.

4.12.3 Conclusion

Compliance with City Code requirements would reduce temporary construction noise impacts to a less than significant level. Implementation of the proposed project would have a less than significant long-term noise impact on surrounding sensitive receptors. The project would be required to include noise control features to meet state and local interior noise level requirements. **(Less Than Significant Impact)**

4.13 POPULATION AND HOUSING

4.13.1 Environmental Setting

4.13.1.1 *Existing Conditions*

As of October January 2017, the City of Santa Clara had a total population of approximately 120,800 residents in 46,535 households.²² Of the 120,800 residents, approximately 60,000 are employed residents. In 2040, it is estimated that the City will have approximately 152,300 residents, 57,260 households, 146,180 total jobs and 75,230 employed residents.²³

The jobs/housing relationship is quantified by the jobs/employed resident ratio. When the ratio reaches 1.0, a balance is struck between the supply of local housing and jobs. The jobs/housing resident ratio is determined by dividing the number of local jobs by the number of employed residents that can be housed in local housing. The City of Santa Clara had an estimated 2.8 jobs for every employed resident in 2010. The General Plan focuses on increased housing and the placement of housing near employment. As a result, the overall jobs/employed residents ratio is expected to decrease to 2.55 by 2040. Some employees who work within the City are, and still will be, required to seek housing outside the community with full implementation of the General Plan.

4.13.2 Checklist and Discussion of Impacts

	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, 2
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, 2

²² California Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2017 with 2010 Census Benchmark*. May 2017. Available at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>. Accessed September 1, 2017.

²³ Association of Bay Area Governments. *Plan Bay Area: Projections 2013*. December 2013

4.13.2.1 *Impacts to Population and Housing*

Impacts on Population Growth *(Checklist Question a)*

As proposed, the project would replace a 2,450 square foot existing restaurant with 66 residential units and 9,330 square feet of retail space. Assuming 2.73 persons per household, development of the proposed project would generate a maximum of 180 new residents in the City of Santa Clara. Increasing housing availability would lower the City's overall jobs/employed residents imbalance. The proposed project is consistent with the current General Plan land use designation and growth projections. The project would not require substantial changes to existing roads or infrastructure (e.g., utilities). For these reasons, the project would not induce substantial population growth in the City. **(Less Than Significant Impact)**

Impacts on Population and Housing *(Checklist Questions b and c)*

The project site contains a restaurant and is not currently used for residential purposes; therefore, the proposed project would not displace existing housing or people or require replacement housing to be constructed elsewhere. **(No Impact)**

4.13.3 Conclusion

Implementation of the proposed project would have a less than significant impact on population and housing. **(Less Than Significant Impact)**

4.14 PUBLIC SERVICES

4.14.1 Environmental Setting

4.14.1.1 *Existing Conditions*

Fire Protection Services

Fire protection services are provided by the City of Santa Clara Fire Department (SCFD). The SCFD is comprised of 137 sworn firefighters and 38 volunteer/reserve firefighters.²⁴ Currently, the SCFD has 10 fire stations. The nearest station to the project is Station #7 located at 3495 Benton Street, located approximately 0.4 miles south of the site.

Police Protection Services

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.²⁵ There are currently two police stations, the headquarters located at 601 El Camino Real and a substation located at 3992 Rivermark Parkway. The distance between the project site and the police headquarters is approximately three miles. The distance between the project site and substation is approximately four miles.

Schools

Schools that serve children in grades K-12 who reside in the City of Santa Clara are operated by six school districts: Santa Clara Unified School District (SCUSD), San José Unified School District, Cupertino Union School District, Fremont Union High School District, Campbell Union School District, and Campbell Union High School District.

According to the Santa Clara Unified School District Boundary Map, new development at the project site would fall within the jurisdiction of SCUSD. The project site would be served by the SCUSD schools listed in Table 4.14-1 below.

Table 4.14-1: Local Schools		
School	Location	Direction and Distance from Site
Pomeroy Elementary School (K-5 th grade)	1250 Pomeroy Avenue	0.2 miles southeast
Cabrillo Middle School (6 th to 8 th grades)	2550 Cabrillo Avenue	One mile northeast
Santa Clara High School (9 th to 12 th grades)	3000 Benton Street	0.5 miles southeast

²⁴ Personal Communication with Steve Le, Assistant Planner with City of Santa Clara (Information Source: Frederick Chun, SCFD). December 11, 2017. City of Santa Clara, Fire Department. *History of the Fire Department*. Available at: <<http://santaclaraca.gov/government/departments/fire/about-us/history>>. Accessed September 1, 2017.

²⁵ City of Santa Clara, Police Department. *Divisions*. Available at: <<http://santaclaraca.gov/government/departments/police-department/about-us/divisions>>. Accessed September 1, 2017.

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 recreational facilities, and works cooperatively with public agencies in coordinating all recreational activities with the City. As of November 2017, the Department maintains and operates Central Park, a 45-acre community park, 28 neighborhood parks (122.7 acres), five mini parks (2.6 acres), public open space (16.1 acres improved and 40 acres unimproved resulting in 56.2 acres), recreational facilities (14.8 acres improved, 9.0 acres unimproved, and excluding SCG&TC/BMX resulting in 23.8 acres), recreational trails (7.6 acres), and joint use facilities (48.5 acres) throughout the City, totaling approximately 257.3 improved acres. Community parks are over fifteen acres, neighborhood parks are one to fifteen acres and mini parks are typically less than one acre in size.

The nearest neighborhood parks to the project site, Earl R. Carmichael Park located at 3445 Benton Street and Machado Park located at 3360 Cabrillo Avenue, are farther than a 15 minute walk.

Libraries

There are three libraries in the City of Santa Clara. Central Park Library is the largest Santa Clara City Library facility located at 2635 Homestead Road, approximately one mile southeast of the project site. The Mission Library Family Reading Center is located at 1098 Lexington Street, approximately 2.5 miles southeast of the project site. The Northside Branch Library is located at 695 Moreland Way, approximately four miles northeast of the project site.

4.14.2 Checklist and Discussion of Impacts

	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

4.14.2.1 *Impacts to Public Services*
(Checklist Question a)

Fire Protection Services

The project site is currently developed with a restaurant that is already served by fire protection services. The project proposes to construct a four-story, mixed use development with 66 residential units and 9,330 square feet of retail space, which would place more people on-site. The increase in the resident population of Santa Clara and persons on-site could result in an increase in demand for fire protection services. The proposed project would be built to applicable Fire Code standards in use when construction permits are issued, including sprinklers and smoke detectors, and would include features that would reduce potential fire hazards. The City of Santa Clara General Plan concluded that new SCFD facilities or expansion of current facilities would not be required to provide adequate fire protection services to serve the proposed project. For these reasons, the project would not result in a significant impact to fire protection services or facilities. **(Less Than Significant Impact)**

Police Protection Services

The proposed development would increase the population of Santa Clara, resulting in an increase in the need for police protection services. The project 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. The City's General Plan concluded that although the demand for police services would increase, new SCPD facilities or expansion of existing facilities would not be required to provide adequate police services to serve the proposed project. For these reasons, the proposed project would not result in a significant impact to police services or facilities. **(Less Than Significant Impact)**

School Impacts

The City recognizes in their General Plan that planned residential growth within the City would eventually require additional school facilities to serve the increased population. Construction of 66 multifamily residential units would result in the addition of approximately 14 new K-12 students attending the local schools.²⁶ Table 4.14-2 provides the enrollment and capacity of schools the students living on-site would likely attend.

²⁶ The number of students generated by the project is based upon the 0.2061 student generation factor for multi-family units in the Santa Clara Unified School District School Fee Justification Study. Santa Clara Unified School District. *Residential Development School Fee Justification Study*. September 2016.

Table 4.14-2: Local Schools		
Schools	Current Capacity¹	Current Enrollment (Fall 2017)¹
Pomeroy Elementary School (K-5 th grade)	565	440
Cabrillo Middle School (6 th to 8 th grades)	991	891
Santa Clara High School (9 th to 12 th grades)	1,954	2,042
¹ Personal Communication – Michal Healy, Santa Clara Unified School District. <i>Student Generation Rates and Enrollment Info.</i> September 7, 2017.		

According to California Government Code Section 66000, a qualified agency, such as a local school district, may impose fees on developers to compensate for the impact a project would have on existing facilities and services. The California Legislature passed Senate Bill 50 (SB 50) in 1998 to insert new language into the Government Code (Sections 65995.5-65885.7), which authorized school districts to impose fees on developers of new residential construction in excess of mitigation fees authorized by Government Code Section 66000. SB 50 restricts the ability of local agencies to deny project approvals on the basis that public school facilities are inadequate. School districts must meet a list of specific criteria in order to impose additional fees.

Under SB 50, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. Under the terms of this statute, payment of statutory fees by property owners or property developers is considered to mitigate in full for the purpose of CEQA any impacts to school facilities associated with a qualifying project. The fees are assessed based upon the proposed square footage of the new or expanded development.

The addition of 11 students to the Santa Clara Unified School District would make up a small percentage of the total student population. While Santa Clara High School is currently operating over capacity, the additional students from the project would be minimal. As a result, implementation of the proposed project would not substantially degrade existing school facilities and would not result in the need for new permanent facilities to be constructed. The payment of school impact fees would allow the local school district to provide sufficient services for students generated by the project. **(Less Than Significant Impact)**

Park Impacts

On July 15, 2014, the Santa Clara City Council adopted Ordinance No. 1928 adding City Code Chapter 17.35 (“Park and Recreational Land”) to Title 17 (“Development”) of the Santa Clara City Code. New residential developments are required to provide adequate park and recreational land and/or pay a fee in lieu of parkland dedication, pursuant to the Mitigation Fee Act (MFA) and/or the Quimby Act (Quimby) to help mitigate the impacts of the new resident demand. The City is meeting the Parkland standard of 2.53 acres per 1,000 residents per the MFA provisions of the City Code and 3.0 acres per 1,000 residents per the Quimby 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 generate an estimated 148 new residents.²⁷ The increased population associated with the proposed project would contribute to the overuse of existing parks near the project site that would potentially lead to physical deterioration of park facilities and overcrowding. In addition, the project would require the City to add more parkland to the City's inventory of parkland in order to continue to meet the City's minimum standard of 2.53 acres of parkland per 1,000 residents under the MFA provisions and 3.0 acres of parkland per 1,000 residents under the Quimby provisions. Based on the City's minimum standard, the proposed project is required to provide approximately 0.3740 acres of parkland to serve the increased population in the City. The proposed project would include a gym/fitness center, a pool and deck area, which would be available to the on-site residents. The private on-site recreational areas devoted to active recreational uses will not satisfy the City's parkland dedication requirement; therefore, to address the park needs of the proposed project, avoid overuse of existing parks, and avoid a deficiency of parkland acreage in the City, the proposed project would be required to pay a fee in-lieu of parkland dedication per City Code (Chapter 17.35) to provide for the necessary parkland to serve the increased population.

City Code Chapter 17.35 requires new residential developments to provide adequate park and recreational land and/or pay a fee in lieu of parkland dedication, at the discretion of the City and pursuant to the Quimby Act (Quimby) and/or Mitigation Fee Act (MFA) to help mitigate the impacts of the new resident demand on existing parkland and recreational facilities. The in-lieu fee imposed under Chapter 17.35 shall be due and payable to the City prior to issuance of a building permit for each dwelling unit. As a result, the project's impact to existing parks and recreational facilities would be less than significant. **(Less Than Significant Impact)**

Library Impacts

Implementation of the project would increase the Santa Clara resident population by up to 180 people consistent with the planned growth and increased resident population in the first Phase of the General Plan buildout. The addition of up to 180 new residents in the City would increase demand for library facilities. Because the project site is located in the southern portion of Santa Clara, the Central Park Library would be able to serve the new development. The Santa Clara General Plan concluded that Central Park Library could serve the anticipated new development along El Camino Real, Homestead Road, Kiely Boulevard, and Stevens Creek Boulevard. The increase in the resident population of Santa Clara would not result in a substantial impact to library services or result in the need for new library facilities. **(Less than Significant Impact)**

²⁷ The City relies upon California Department of Finance (DOF) data to calculate anticipated population size (2.73 person per household) for a development in most contexts, as the DOF releases annual updates and this represents the most current population data. The one exception to this is in the context of parkland, where state law provides that if a City's parkland ordinance uses U.S. Census data for population calculations, the ordinance cannot be challenged on that basis. Consequently, following the City's ordinance, the City uses U.S. Census data to calculate anticipated population for parkland dedication requirements. According to the Census Bureau, the average density for a multifamily dwelling is 2.24 persons per household, which would result in a population of 148 new residents for this analysis.

4.14.3 Conclusion

The project would not substantially increase the demands on existing schools, or libraries. As a result, the project would not require the construction of new facilities to serve the resident population, or result in significant impacts to public services in the City of Santa Clara. To mitigate the impact of the new resident demand on existing parks and recreational facilities, a fee in-lieu of parkland dedication will be by the required. **(Less Than Significant Impact)**

4.15 RECREATION

4.15.1 Environmental Setting

4.15.1.1 *Existing Conditions*

The City of Santa Clara Parks and Recreation Department (Department) provides parks and recreational services in the City. The Department is responsible for maintaining and programming the various parks and recreational facilities, and works cooperatively with public agencies in coordinating all recreational activities within the City. As of November 2017, the Department maintains and operates Central Park, a 45-acre community park, 28 neighborhood parks (122.7 acres), five mini parks (2.6 acres), public open space (16.1 acres improved and 40.0 acres unimproved resulting in 56.2 acres), recreational facilities (14.8 acres improved, 9.0 acres unimproved, and excluding SCG&TC/BMX resulting in 23.8 acres), recreational trails (7.6 acres), and joint use facilities (48.5 acres) throughout the City, totaling approximately 257.3 improved acres (refer to Section 4.14.1.1 for further discussion of the City's parks and recreational facilities). Community parks are over fifteen acres, neighborhood parks are one to fifteen acres and mini parks are typically less than one acre in size.

The nearest neighborhood parks to the project site, Earl R. Carmichael Park located at 3445 Benton Street and Machado Park located at 3360 Cabrillo Avenue, are farther than a 15 minute walk. Earl R. Carmichael Park contains a gymnastics center, children's play area, basketball courts, two lighted tennis courts, picnic/barbecue area, and a little league field. Machado Park contains a neighborhood recreation building, a little league field, picnic/barbecue facilities, basketball court, turf play area, children's play area, and restroom facilities.

4.15.2 Checklist and Discussion of Impacts

	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, 2
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, 2

4.15.2.1 *Impacts to Parks and Recreational Facilities* (Checklist Questions a and b)

Redevelopment of the site with residential uses would contribute to an increase in demand on park facilities in the project area. The project would be required to pay a fee in lieu of parkland dedication to mitigate the impact of the new resident demand on existing parks and recreational facilities.

As described in Section 4.14, *Public Services*, the proposed project would be required to pay a fee in lieu of parkland dedication per City Code Chapter 17.35 to mitigate the impacts of the new resident demand on existing parks and recreational facilities.

City Code Chapter 17.35 requires new residential developments to provide adequate park and recreational land and/or pay a fee in lieu of parkland dedication, at the discretion of the City and pursuant to the Quimby and/or Mitigation Fee Act (MFA) to help mitigate the impacts of the new resident demand on existing parkland and recreational facilities. The in-lieu fee imposed under Chapter 17.35 shall be due and payable to the City prior to issuance of a building permit for each dwelling unit. As a result, the project's impact to existing parks and recreational facilities would be less than significant. **(Less Than Significant Impact)**

4.15.3 Conclusion

The proposed project would not result in significant impacts to recreational facilities in Santa Clara. **(Less Than Significant Impact)**

4.16 TRANSPORTATION/TRAFFIC

The following discussion is based in part on a Traffic Operations Study and Travel Demand Management Plan prepared by *Hexagon Transportation Consultants, Inc.* in December 2017. A copy of this report is provided in Appendix E.

4.16.1 Environmental Setting

4.16.1.1 *Existing Conditions*

Roadway Network

El Camino Real (SR 82) is a six-lane state arterial that extends from Santa Clara County northerly to San Mateo County. El Camino Real is oriented in an east-west direction in the project vicinity. Near the project site, El Camino Real has a raised, landscaped median with left-turn pockets provided at intersections.

Lawrence Expressway begins at SR 237 and extends southward through Santa Clara and San Jose, where it transitions into Quito Road at Saratoga Avenue. In the project vicinity, Lawrence Expressway is an eight-lane roadway including carpool (HOV) lanes. The HOV lane designation is in effect in both directions of travel during both the AM and PM peak commute hours. During other times, the lane is open to all users. At El Camino Real, Lawrence Expressway is grade-separated with two ramp intersections on El Camino Real.

Flora Vista Avenue is a two-lane roadway that extends southward from Warburton Avenue to Benton Street. It mainly serves residential and commercial uses on the street.

Nobili Avenue is a two-lane street that begins at Monroe Street and extends southward to El Camino Real. It mainly serves single-family homes on the street.

Pomeroy Avenue begins at Fowler Avenue and extends southward to Pruneridge Avenue. Where Pomeroy Avenue crosses West El Camino Real, it includes only two lanes and no bicycle lanes; bicycle lanes are present south of Calabazas Boulevard.

4.16.1.2 *Existing Pedestrian, Bicycle, and Transit Facilities*

Pedestrian Facilities

A complete pedestrian network is present along the streets in the immediate vicinity of the project site, including sidewalks on El Camino Real, Flora Vista Avenue, and Nobili Avenue and crosswalks at the signalized intersections near the project site (Lawrence Expressway, Flora Vista Avenue, and Nobili Avenue on El Camino Real). The existing network of sidewalks and crosswalks has good connectivity and provides pedestrians with safe routes to transit services in the project vicinity.

Bicycle Facilities

Bicycle facilities in the project vicinity include striped bike lanes (Class II bikeway) and shared bike routes (Class III bikeway). Striped bicycle lanes are present along Calabazas Boulevard, Pomeroy

Avenue south of Calabazas Boulevard, and Cabrillo Avenue. Bicycles are permitted on the striped shoulders on Lawrence Expressway, although there are no marked bicycle lanes. Shared bicycle routes are present on Granada Avenue (from Flora Vista Avenue to Calabazas Boulevard) and Flora Vista Avenue (from Granada Avenue to Benton Street).

There are no designated bicycle facilities on streets within the immediate vicinity of the project site, including El Camino Real, Flora Vista Avenue, and Nobili Avenue. Flora Vista Avenue and Nobili Avenue are neighborhood streets that carry low traffic volumes and are conducive to bicyclists.

Transit Facilities

The Santa Clara Valley Transportation Authority (VTA) operates bus service in the project area. The nearest bus stop to the site is Local Route 22, approximately 530 feet west of the site on West El Camino Real. Route 22 provides service between the Eastridge Transit Center and the Palo Alto Transit Center via El Camino Real. Route 22 runs 24 hours daily with 10- to 15-minute headways during the AM and PM peak hours. Other bus routes which serve the area are Local Stop Route 328, with a transit stop on Lawrence Expressway, Route 522 approximately 0.4 miles west on West El Camino Real.

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The project site is located approximately 1.8 miles from the Lawrence Caltrain Station. The station is beyond walking distance from the project site, but is within biking distance. Bicycle lockers are available at the Lawrence Station for commuters who bike to and from the station.

4.16.1.3 *Existing Intersection Operations*

The impacts of the proposed development were evaluated following the methodologies established by the City of Santa Clara and the Santa Clara County Congestion Management Program (CMP). The CMP guidelines state projects that generate fewer than 100 net new AM or PM peak hour trips are not required to prepare a transportation impact analysis. Based on trip generation estimates for the proposed project (see Section 4.16.2.2, Table 13), net new project trips would fall below the 100 peak hour trip threshold. An operational analysis was prepared to address the potential traffic impacts to intersections within the site vicinity. Traffic conditions were evaluated for four signalized intersections on El Camino Real under existing conditions and existing plus project conditions to determine if the level of service (LOS) of these local intersections would be adversely affected by project-generated traffic. In the City of Santa Clara, all signalized intersections on El Camino Real are subject to the LOS E standard. The signalized study intersections include:

- El Camino Real and Flora Vista Avenue
- El Camino Real and Nobili Avenue
- El Camino Real and Lawrence Expressway*
- El Camino Real and Pomeroy Avenue

**CMP-designated intersection*

LOS is a qualitative description of operating conditions ranging from LOS A, or free-flowing conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The correlation between average delay and LOS is shown in Table 4.16-1.

Table 4.16-1: Intersection Level of Service Definitions Based on Delay		
LOS	Description	Average Control Delay per Vehicle²⁸
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ²⁹ ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.0 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Greater than 80.0

Results from the intersection analysis are shown in Table 4.16-3. The results show all study intersections would continue to operate at an acceptable level of service under existing conditions during the AM and PM peak hours.

4.16.2 Checklist and Discussion of Impacts

	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, 16

²⁸ Measured in seconds.

²⁹ Volume to capacity ratio.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
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, 2, 16
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2
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

4.16.2.1 *Impact Criteria*

City of Santa Clara – Local Signalized Intersections

Based on City of Santa Clara criteria, a project would cause a significant impact at a signalized intersection if the additional project traffic caused one of the following:

- cause the level of service at any local intersection to degrade from an acceptable LOS D or better without the project to an unacceptable LOS E or F with the project; or
- at any local intersection that is already an unacceptable LOS E or F without the project, cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01.

CMP and Santa Clara County Expressway Intersections

Based on CMP criteria, a project would cause a significant impact at a CMP intersection or an intersection along a CMP designated roadway or County Expressway intersection if the additional project traffic caused one of the following:

- cause the level of service at any CMP/County intersection to degrade from an acceptable LOS E or better without the project to an unacceptable LOS F with the project; or

- at any CMP/County intersection that is already an unacceptable LOS F without the project, cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more.

4.16.2.2 *Impacts to Traffic and Circulation System* *(Checklist Questions a and b)*

Trip Generation

Trip generation for the proposed apartments and retail use was estimated using rates in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition*. Since the project would provide commercial and residential mixed-use on site, it is assumed residents would utilize the retail businesses on site, which would result in the internalization of some project trips. Based on the Santa Clara Valley Transportation Authority (VTA) Transportation Impact Analysis (TIA) Guidelines, internal trip reduction of 15 percent between retail and residential uses was applied to the project. The project is located within 2,000 feet of major VTA bus stops on El Camino Real. A transit trip reduction of two percent was applied to the residential use according to the VTA guidelines.

In addition, trip generation for retail uses was adjusted to account for pass-by-trips.³⁰ A typical pass-by trip reduction of 25 percent for retail development within Santa Clara County was applied to the retail component of the proposed project. A summary of trip generation estimates is provided in Table 4.16-2.

³⁰ Pass-by trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances).

Table 4.16-2: Project Trip Generation Estimates											
Land Use	Square feet or units	Daily Trip Rate	Daily Trips	AM Peak Hour				PM Peak Hour			
				Rate	In	Out	Total	Rate	In	Out	Total
Proposed Land Uses											
Apartments ¹ (units)	66	6.65	439	0.51	7	27	34	0.62	27	14	41
Residential/Retail internalization reduction (15%)			-49 ^a		0	-1	-1		-2	-1	-3
Transit Trip Reduction (2%)			-9		0	-1	-1		-1	0	-1
Sub-Total Residential			381		7	25	32		24	13	37
Retail ² (square feet)	9,900	44.32	439	0.96	6	4	10	2.71	12	15	27
Pass-by Reduction (25%)			-110		-2	-1	-3		-3	-4	-7
Retail/Residential Internalization Reduction (15%)			-49		-1	0	-1		-1	-2	-3
			280		3	3	6		8	9	17
Total Gross Project Trips			661		10	28	38		32	22	54
Existing Land Uses											
Restaurant ³ (s.f.)	2,350	31.79	-75		0	0	0		-3	-1	-4
Net Project Trips			586		10	28	38		29	21	50
<p>Source: Institute of Transportation Engineers (ITE). Trip Generation Manual, 9th Edition, 2012.</p> <p>Trip reduction rates are based on the VTA TIA Guidelines, October 2014.</p> <p>a. The 25% pass-by trip reduction was subtracted from the daily trips generated [439 - 439(0.25) = 110 daily trips] prior to applying the residential/retail internalization reduction.</p> <p>1. Apartment (Land Use 220), average rates expressed in trips per dwelling unit are used.</p> <p>2. Specialty Retail Center (Land Use 826) and Shopping Center (Land Use 820), average rates are expressed in trips per 1,000 square feet. The AM peak-hour trip rate for specialty retail center is not available. Therefore, the trip rate for shopping center was used for the AM peak hour.</p> <p>3. Peak-hour trip generation rates for the existing restaurant are based on the driveway counts conducted on August 23, 2017. The restaurant is only open between 5:30 PM and 1:00 AM. Daily trips are estimated using the ITE trip rates for high turnover/sit down restaurants (Land Use 932) and are adjusted to reflect the restaurant hours.</p>											

The peak-hour traffic generated by the existing restaurant was quantified based on driveway counts conducted at the project site on August 23, 2017. After subtracting the existing use trips, the project is estimated to generate 586 net new daily trips with 38 net new trips during the AM peak hour and 50 net new trips during the PM peak hour.

Intersection Level of Service Analysis

The signalized study intersections are located on El Camino Real, which is a CMP principal arterial. In the City of Santa Clara, all signalized intersections on El Camino Real are subject to the LOS E standard. The results of the intersection level of service analysis shows that all study intersections would continue to operate at an acceptable level of service under both existing and existing plus project conditions during the AM and PM peak hours (refer to Table 4.16-3). As a result, the project would not significantly impact level of service standards at any of the study intersections nor conflict with applicable City or CMP policies. **(Less Than Significant Impact)**

Table 4.16-3: Existing and Existing Plus Project Intersection Levels of Service								
Study Intersection	Peak Hour	Count Date	Existing Conditions		Existing Plus Project Conditions			
			Average Delay (sec)	LOS	Average Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
1. El Camino Real and Flora Vista Avenue	AM	08/23/17	21.1	C	21.0	C	-0.1	0.003
	PM	08/23/17	19.7	B	20.0	B	0.6	0.011
2. El Camino Real and Nobili Avenue	AM	08/23/17	9.8	A	10.3	B	0.9	0.011
	PM	08/23/17	9.4	A	9.5	A	0.0	0.002
3. El Camino Real and Lawrence Expressway*	AM	11/02/17	26.9	C	26.9	C	0.0	0.002
	PM	11/10/16	29.9	C	30.0	C	0.1	0.004
4. El Camino Real and Pomeroy Avenue	AM	11/02/17	15.3	B	15.2	B	0.0	0.001
	PM	11/01/17	15.3	B	15.2	B	0.0	0.002
Notes: sec = seconds LOS = level of service V/C = volume-to-capacity * Denotes a CMP designated Intersection								

4.16.2.3 *Impacts Bicycle, Pedestrian, and Transit Facilities* (Checklist Question f)

Pedestrian and Bicycle Facilities

Pedestrian access to the proposed development would be via sidewalks on El Camino Real. The project would include wider sidewalks on El Camino Real to enhance the pedestrian environment. A pedestrian path/outdoor seating area would be provided between the sidewalks and the parking garage that also connects to the lobby and leasing office.

There are no bicycle lanes on West El Camino Real in the vicinity of the site. From West El Camino Real, bicyclists can connect to bike lanes on Calabazas Boulevard, Pomeroy Avenue, and Lawrence Expressway or connect to the adjacent low volume streets; Flora Vista Avenue and Nobili Avenue.

On the project site, secured bicycle parking would be provided in the parking garage on the ground floor. Short-term bicycle parking is currently planned to be located on the side of the northern retail building. It is recommended bicycle racks be located in front of one or both of the retail buildings for greater visibility to customers.

Implementation of the proposed project would not interfere with existing or proposed pedestrian/bicycle facilities in the project area. The increased demand for these facilities would not exceed the capacity of the pedestrian or bicycle system. Therefore, the proposed project would not result in unsafe conditions for pedestrian or bicyclists. **(Less Than Significant Impact)**

Transit Operations

The nearest transit service within walking distance of the project site is Local Route 22 which runs along West El Camino Real. The bus stops for this route are located approximately 600 feet from the project site. Guidelines for transit accessibility are that bus stops should be within one-quarter mile (or 1,350 feet) of a site. The site is considered to be within an area well-served by transit.

The proposed project would not alter existing transit facilities or conflict with the operation of existing or planned facilities. Therefore, the project would have a less than significant impact on transit operations. **(Less Than Significant Impact)**

4.16.2.4 *Impacts Aircraft Traffic Patterns*

(Checklist Question c)

As discussed in the Section 4.8, Hazards and Hazardous Materials, structures that exceed 100 feet above ground surface at the site would be required to notify the FAA. The proposed development would not exceed 55 feet above ground surface and would, therefore, not result in a change in aircraft patterns or safety risks. The project would have no impact on aircraft traffic patterns. **(No Impact)**

4.16.2.5 *Operational Transportation Issues Not Covered Under CEQA*

On-site Circulation and Safety

(Checklist Questions d and e)

The proposed parking garage would provide 90-degree parking spaces throughout the levels. All parking areas would have 26-foot drive aisles, which meets the City's standard width. Circulation within the garage would be efficient with simple rectangular circulation aisles. There would be dead-end aisles on the second floor; however, all have turn around areas.

The site plan shows a loading area would be provided adjacent to the driveway entrance off West El Camino Real. The 45-foot loading zone would be adequate for delivery/service/moving vehicles to access the site. Fire and garbage trucks would access the site via the 45-foot wide loading zone. Adequate width and turn radii would be provided on the site.

Vehicle Queue Analysis

A queuing analysis was completed for the westbound left-turn movement of the Flora Vista Avenue/El Camino Real intersection and eastbound left-turn movement at the Nobili Avenue/El Camino Real intersection. The analysis results were consistent with field observations, which indicate that both intersections operate adequately during both peak hours without vehicle queuing issues. The project would not have a significant effect on turn movements or operations at the Flora Vista Avenue/El Camino Real or Nobili Avenue/El Camino Real intersections.

4.16.3 Conclusion

Implementation of the project would not result in significant transportation impacts. **(Less Than Significant Impact)**

4.17 UTILITIES AND SERVICE SYSTEMS

4.17.1 Environmental Setting

4.17.1.1 *Existing Conditions*

Water Services

Water is provided to the site by the City of Santa Clara Water Utility. The system consists of approximately 335 miles of water mains, 26 active wells, and seven storage tanks with approximately 28.8 million gallons of water capacity.³¹ Drinking water is provided by an underground aquifer (access by the City's wells) and by two wholesale water importers: the Santa Clara Valley Water District (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.

Current Site Conditions

The site is currently developed with an approximately 2,450-square foot restaurant. The current water use on-site is approximately 320 gallons per day (gpd).³²

Wastewater Services

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 (Facility) located in San José. The Facility is one of the largest advanced wastewater treatment facilities in California and serves over 1,400,000 people in San José, Santa Clara, Milpitas, Campbell, Cupertino, Los Gatos, Saratoga, and Monte Sereno.^{33,34} The Facility has available capacity to treat up to 167 million gallons per day (mgd) and presently operates at an average dry weather flow of 110 mgd, which is 57 mgd (or 35 percent) under its 167 mgd treatment capacity.³⁵ Approximately ten percent of the plant's effluent is recycled for non-potable uses and the remainder flows into San Francisco Bay.

³¹ City of Santa Clara. *Water Utility*. Accessed November 8, 2017.

<<http://santaclaraca.gov/government/departments/water-sewer-utilities/water-utility>>.

³² Assuming water demand of 0.13 gallons per square feet per day for retail space, based on water demand calculations provided by De Anza Properties.

³³ City of San José. *San José-Santa Clara Regional Wastewater Facility*. November 8, 2017.

<<http://www.sanjoseca.gov/index.aspx?NID=1663>>.

³⁴ City of San José. *About Us*. November 8, 2017. <<http://www.sanjoseca.gov/index.aspx?NID=4544>>.

³⁵ Santa Clara General Plan. *2010-2035*.

Current Site Conditions

There are existing sanitary sewer lines along the project frontage including a 10-inch main in El Camino Real. The current land use on-site generates approximately 245 gpd of wastewater.³⁶

Storm Drainage

Currently, the project site is developed with one commercial building, paved parking areas and landscaping. Runoff from the project site flows into the City's municipal storm drainage system. An existing storm drain line runs along El Camino Real.

Solid Waste

Solid waste collection in the City of Santa Clara is provided by Mission Trail Waste System through a contract with the City. Mission Trail Waste System also has a contract to implement the Clean Green portion of the City's recycling plan by collecting yard waste. All other recycling services are provided through Stevens Creek Disposal and Recycling. The City has an arrangement with the owners of the Newby Island Landfill, located in San José, to provide disposal capacity for the City of Santa Clara through 2024. The City of San José approved expansion of Newby Island Landfill in August 2012 and the landfill could continue to provide disposal capacity to Santa Clara beyond 2024. Prior to 2024, the City would need to amend their contract with Newby Island or contract with another landfill operator which would be subject to separate environmental review.

The CIWMB established a diversion requirement of 50 percent beginning in 2000. Based on the CIWMB 2008 Annual Report Summary, the City of Santa Clara has exceeded its diversion goal. In addition to the CIWMB requirements, the City of Santa Clara has a construction debris diversion ordinance which requires all projects over 5,000 square feet to divert a minimum 50 percent of construction and demolition debris from landfills.

Current Site Conditions

The site is currently occupied by an approximately 2,450 square feet restaurant space. Based on the current uses on-site, it is estimated that the site generates approximately 12.25 pounds of solid waste per day.^{37,38}

³⁶ Based on a wastewater flow rate of 0.1 gallons per day per square feet for commercial space from previous Santa Clara studies.

³⁷ The solid waste generation is based on a solid waste generation rate of 2.5 pounds per 1,000 square feet per day for commercial retail space and five pounds per 1,000 square feet per day for restaurant use.

³⁸ CalRecycle. "Estimated Solid Waste Generation Rates". Accessed November 8, 2017.

<<https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>>.

4.17.2 Checklist and Discussion of Impacts

	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, 17
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, 17, 18
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, 2
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, 18
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
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, 19

4.17.2.1 **Water Service Impacts** (Checklist Questions b and d)

As proposed, the project would demolish the existing restaurant and construct a four-story mixed-use development with 66 residential units and 9,330 square feet of retail space. Under existing conditions, the existing commercial business generates a water demand of approximately 320 gpd.³⁹ The project would generate a water demand of approximately 15,745 gpd.⁴⁰ The additional 15,155 gallons of water per day would not exceed the capacity of Santa Clara Water Utility to provide water services to the project site. Therefore, the project would have a less than significant impact on water supply. **(Less Than Significant Impact)**

³⁹ Based on a water demand of 0.13 gallons per square feet per day for retail space.

⁴⁰ The total water demand includes the 66 residential units (60 gpd per person), 9,330 square feet of retail space (0.13 gpd/square foot), and landscaping (0.072 gpd per square foot of retail and 17 gpd per person). The water demand rates were based on the water usage rates from JMH Weiss, Inc.

4.17.2.2 *Wastewater Services Impacts*
(Checklist Questions a, b and e)

San José/Santa Clara Regional Water Facility

The Facility has the capacity to treat 167 mgd of wastewater. The City's average dry weather flow is 11.5 mgd based on 2016 data, while the City's allocation of treatment capacity is approximately 24.2 mgd. The proposed project would generate approximately 22,790 gpd of wastewater⁴¹ which would equate to less than one tenth of one percent of the City's total allocation of treatment capacity. The proposed project would not increase the need for wastewater treatment beyond the capacity of the Facility. Therefore, the Facility has the ability to treat wastewater generated by the proposed project and the project would not have a significant impact on the capacity of the Facility. **(Less Than Significant Impact)**

Sanitary Sewer

Based on the Sanitary Sewer Capacity Evaluation prepared by *RMC* in October 2017 (refer to Appendix F), the proposed project would not require sanitary sewer conveyance capacity improvements.

The proposed project would connect to existing sewer lines in the project area. As mentioned above, the proposed project would generate approximately 22,790 gpd of wastewater. Based on a Sanitary Sewer Flow Monitoring and Capacity Study, there is sufficient capacity in the sanitary sewer system to serve the proposed development under typical and peak flow conditions. Based on the study, the proposed development adds less than 0.3 percent to the predicted peak wet weather flow (for 2035); this increase represents a less than significant increase in flow. The proposed project would not exceed the capacity of the existing sewer lines; therefore, the project would have a less than significant impact on the sanitary sewer system. **(Less Than Significant Impact)**

4.17.2.3 *Storm Drainage Impacts*
(Checklist Question c)

Under existing conditions, the storm drainage system has sufficient capacity to convey runoff from the site. The project would result in a nine percent increase in impervious surface area on-site. The net increase in impervious surface area on-site would slightly increase stormwater runoff.

The increase in stormwater runoff would be minimized through implementation of measures (based on RWQCB) as listed in *Section 4.9 Hydrology and Water Quality* and compliance with the general stormwater permit. As a result, impacts related to increases in surface runoff would be less than significant. **(Less Than Significant Impact)**

⁴¹ Based on the Sanitary Sewer Capacity Evaluation Memo wastewater flow rate of 154 gallons per day per dwelling unit residential, 1.04 gallons per day per square feet for restaurant space, and 0.42 gpd/sf for the gym/pool area. .

4.17.2.4 *Solid Waste Impacts* *(Checklist Question f)*

The Newby Island Landfill, located in San José, has an agreement with the City to provide disposal capacity through 2024. On a tons-per-day basis, the Newby Island Landfill has spare daily capacity of 860 tons. The proposed project would generate approximately 470 pounds of solid waste per day.⁴² This is 458 pounds per day more than the solid waste currently generated on-site, but would still represent approximately 0.025 percent of Newby Island's daily capacity. In addition, the City of Santa Clara continues to exceed its waste diversion goal of 50 percent, which would result in an even smaller contribution.

If the Newby Island Landfill is not available to accept waste after 2024, the City shall prepare a contract with another landfill with capacity, such as Guadalupe Mines in San José, which is not anticipated to close until 2048. Because the project can be served by a landfill with capacity and would not result in a significant increase in solid waste or recyclable materials, the project's impacts related to solid waste and landfill capacity would be less than significant. **(Less Than Significant Impact)**

4.17.3 Conclusion

Implementation of the project would not result in any utility or service facility exceeding current capacity or require the construction of new infrastructure or service facilities. **(Less Than Significant Impact)**

⁴² The project's solid waste generation is based on a solid waste generation rate of 5 pounds per 1,000 square feet per day for retail/restaurant and 5.31 pounds per unit per day for multi-family units.

4.18

MANDATORY FINDINGS OF SIGNIFICANCE

	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, 2, 10, 12
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 - 19
c) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1 - 19
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 7 - 19

4.18.1 Project Impacts

As discussed in the individual sections, the proposed project would not degrade the quality of the environment with the implementation of identified mitigation measures. As discussed in *Section 4.4 Biological Resources*, the project would not impact sensitive habitat or species. Identified mitigation measures in *Section 4.5 Cultural Resources* would avoid or reduce impacts to unknown subsurface cultural resources. Implementation of the identified measures, as discussed in *Section 4.6 Geology and Soils*, would reduce possible constructed-related erosion impacts. Identified mitigation measures in *Section 4.8 Hazards and Hazardous Materials* would reduce the risk of exposure to residual contaminated soils from past agricultural uses.

4.18.2 Cumulative Impacts

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.” This Initial Study evaluates the environmental impacts of the proposed mixed-use development project. This Initial Study also takes into account other past, pending, and probable future projects whose impacts could combine to produce cumulative impacts.

There are no approved projects within the vicinity of the project site. There is a project, pending approval from the City, which proposes the development of eight two-story attached townhouses on 1530 and 1540 Pomeroy Avenue, approximately 750 east of the project site. The townhouse project would require rezoning but would conform with the City’s General Plan. A CEQA project-level environmental review (Initial Study/MND) of the townhouse project was prepared in December 2017.

4.18.2.1 *Resource Topics not Impacted by the Project*

The project would have no impact on agricultural and mineral resources and, therefore, the project has no potential to combine with other projects to result in cumulative impacts to those resources. **(No Cumulative Impact)**

4.18.2.2 *Cumulative Traffic Impacts*

The traffic analysis described in Section 4.16, *Transportation/Traffic* shows the proposed project would not result in a significant traffic impact, as the project would generate 38 net new weekday AM and 50 net PM peak hour trips and all study intersections would continue to operate at an acceptable level of service under both existing and existing plus project conditions during the AM and PM peak hours (LOS B and C).

Given the proximity of the townhouse project and proposed mixed-use development project, the projects have the potential to impact the same intersections (Flora Vista Avenue/El Camino Real, Nobili Avenue/El Camino Real, El Camino Real/Lawrence Expressway and El Camino Real/Pomeroy Avenue intersections evaluated for the proposed mixed-use project). Based on the Initial Study prepared for the 1530/1540 Pomeroy Avenue townhouse project, the net increase in traffic generated by the townhouse project would be three trips during the AM peak hour and two trips during the PM peak hour. Given both projects combined would not result in an unacceptable level of service at the above intersections, the combined impacts to these intersections would be less than significant. For these reasons, the project would result in less than significant cumulative traffic impacts. **(Less Than Significant Cumulative Impact)**

4.18.2.3 *Cumulative Air Quality and Greenhouse Gas Impacts*

The project would emit criteria air pollutants and GHG emissions and contribute to the overall regional and global emissions of such pollutants, respectively. By its very nature, air pollution is largely a cumulative impact. The project-level thresholds identified by BAAQMD (which the project’s impacts were compared to in Section 4.3, *Air Quality*) are the basis for determining whether a project’s individual impact is cumulatively considerable, resulting in significant adverse air quality impacts to the region’s existing air quality conditions.

As discussed in Section 4.3, *Air Quality* with the implementation of best management practices and mitigation measures to reduce construction emissions, the project would have a less than significant impact on air quality. For this reason, the project would have a less than significant cumulative impact on air quality. The project's GHG emissions are discussed in Section 4.7, *Greenhouse Gas Emissions* and it was concluded that the project would have a less than significant (cumulative) greenhouse gas emissions impact. **(Less Than Significant Cumulative Impact)**

4.18.2.4 *Cumulative Cultural Resources, Geology, and Hydrology Impacts*

The project site does not contain known cultural resources, but they may be encountered during site ground disturbance. The project's effects on these resources would be specific to the project site and do not have the potential to combine with other projects to contribute to cumulative impacts elsewhere.

With the implementation of conditions of approval, the proposed mixed-use development on the site would not result in significant geology and soils or hydrology and water quality impacts. The project would not contribute to cumulative impacts to these resources, since these are specific to the site, and do not have the potential to contribute to or combine with localized, specific conditions on other development sites across the City over the planning horizon of the General Plan.

4.18.2.5 *Cumulative Utilities Impacts*

The project would incrementally contribute to cumulative demands on utilities and service systems (water, sewer, solid waste, storm drainage). Implementation of the proposed project would not cause the City to exceed water demand projections, which are primarily based on population and employment growth disclosed in the City's most recent Urban Water Management Plan.

The San Jose - Santa Clara Regional Wastewater Facility currently has a capacity to treat 167 million gallons of wastewater per day. The project would generate 22,790 million gallons of wastewater per day, which is 0.01 percent of the Facility's treatment capacity. Both the proposed mixed-use development and townhouse projects are consistent with the growth assumptions in the Facility's Plant Master Plan. For this reason, the implementation of the project's combined impacts to the wastewater plant would not result in the need for construction of new wastewater treatment facilities or expansion of existing facilities beyond the improvements assumed in the Plant Master Plan. The proposed mixed-use development would, therefore, not result significant cumulative wastewater utility impacts.

The final drainage system design for each of the cumulative projects would be subject to review and approval by the City of Santa Clara Public Works Department, who would confirm that the proposed drainage system for each project is consistent with the City's stormwater-related conditions of approval and NPDES regulations.

As discussed in the Section 4.17, *Utilities and Service Systems*, the landfill serving the project site and the City as a whole, has remaining capacity to serve the region through 2024. However, the City has plans to prepare a contract with another landfill with capacity. Based on the above reasons, the proposed mixed-use project would not result in significant cumulative impacts to the City's utilities and service systems. **(Less Than Significant Cumulative Impact)**

4.18.2.6 *Cumulative Biological Resources Impacts*

The project site does not contain any sensitive biotic habitats. There are also no identified sensitive habitats on the townhouse site. The projects would, therefore, result in no cumulative impact to sensitive habitats in the area. Due to the presence of trees, the proposed mixed-use project and townhouse project have the potential to impact nesting migratory birds during construction. With the implementation of mitigation measures, including preconstruction surveys, the projects' combined impacts to nesting birds would be less than significant. The proposed mixed-use development project would require removal of six trees; these trees are not considered significant (i.e., Heritage trees or trees greater than 11 inches in trunk diameter). The townhouse project would require the removal of 11 trees (including eight significant trees). Both projects would, however, include tree mitigation to replace or protect these trees. Tree mitigation for both projects would offset the impacts to trees removed. Due to the small number and size trees proposed for removal for the mixed-use development site and tree replacement mitigation, the combined projects would have no long-term effect on the urban forest or the availability of trees as nesting and/or foraging habitat. For these reasons, the project would not result in significant cumulative impacts to biological resources in the area. **(Less Than Significant Cumulative Impact)**

4.18.2.7 *Cumulative Noise Impacts*

Construction could occur simultaneously for the proposed mixed-use development and townhouse projects, which could result in temporary cumulative noise impacts to residences on Snively Avenue. With the implementation of standard construction noise suppression measures for both projects, however, the cumulative impacts these residences would be less than significant.

Operations of the proposed mixed-use development project and the eight-unit townhouse project would not double the traffic volume on the nearby roadways nor substantially increase traffic noise. The mixed-use development project and townhouse project would result in a less than significant traffic noise impact to residences in the area. The combined traffic noise from the mixed-use development and townhouse projects would have a less than significant cumulative noise impact on residences in the area. **(Less Than Significant Cumulative Impact)**

4.18.2.8 *Cumulative Population and Housing and Public Services and Recreation Impacts*

The proposed project would construct a mixed-use development with 66 residential units and 9,330 square feet of retail/restaurant space. The proposed project would accommodate approximately 180 residents and approximately 20 employees. The townhouse project would have a net increase of approximately 20 residents, based on the City's estimate of 2.73 persons per household. The increase of available housing for both projects would lower the City's overall jobs/employed residents imbalance. The projects are consistent with the current General Plan land use designation and growth projections. For these reasons, the projects would not induce substantial population growth in the City.

The project site contains a restaurant and no housing and, therefore, would not displace housing or residents. The townhouse project would result in the demolition of two existing single-family residences and would add eight new residences. For these reasons, the combined population and housing effects from the projects would result in a less than significant cumulative impact. **(Less Than Significant Cumulative Impact)**

The existing restaurant at the project site and existing residences at the townhouse site are currently served by fire and police protection. The increase in the resident population of Santa Clara and persons the sites could result in an increase in demand for fire protection services. The projects would be built to applicable Fire Code standards. Based on the General Plan EIR conclusions, new SCFD and SCPD facilities or expansion of current facilities would not be required to provide adequate fire protection services for projects under the General Plan. For these reasons, the combined effects of police and fire service demands of the church and roadway projects would result in a less than significant cumulative impact on police and fire services and facilities.

The projects propose new residences, and would increase demand for new parks or schools. The projects would be required to pay park in-lieu fees per City Code (Chapter 17.35) and state statutory fees to offset impacts to parks and schools. The combined effects of school and park demands would, therefore, result in a less than significant cumulative impact. **(Less Than Significant Cumulative Impact)**

4.18.2.9 *Cumulative Land Use, Aesthetics, and Hazardous Materials Impacts Services*

Land Use

The proposed mixed-use project and townhouse project are consistent with General Plan land use designation. Both projects require a PD zoning, which allows for minor deviations from standard development regulations (e.g., building setbacks). Both projects would conform with the General Plan goals and policies and applicable regulations; therefore, no reasonably foreseeable combined land use impacts would result in a significant cumulative impact. **(Less Than Significant Cumulative Impact)**

Aesthetics

The proposed project would construct a four-story mixed-use development that would result in a less than significant impact to visual character. The mixed-use development would be visible from the immediate vicinity and would not substantially block views of scenic vistas. The project would not create a substantial new source of light and glare. Views of hillsides and scenic vistas are blocked in the townhouse and proposed mixed-use development project areas; development of the sites would not have a significant impact on scenic views or vistas. Both projects would undergo architectural and site design review by Planning staff and the City's Architectural Committee prior to issuance of building permits to ensure that the project would not adversely affect the visual quality of the area or create a substantial new source of light or glare for adjacent businesses or persons traveling on the local roadways. For these reasons, the projects combined aesthetic impacts would not result in reasonably foreseeable cumulative aesthetic impacts. **(Less Than Significant Cumulative Impact)**

Hazards and Hazardous Materials and Impacts

The project site may contain residual agricultural chemicals in the soil and/or groundwater from former uses. The proposed mixed-use and townhouse projects would include mitigation measures, including the completion of Phase II Environmental Site Assessments, to reduce the impacts to soil and groundwater to a less than significant level. With the implementation of these measures, the projects would not result in significant cumulative impacts from soil/groundwater contamination at the sites.

The projects would require demolition of structures which may contain ACMs and lead-based paint (hazardous building materials). Prior to the demolition of structures, surveys would be required to determine if hazardous building materials are present. If determined to be present, the hazardous building materials would be handled and disposed of in a manner that minimizes exposure to people and the environment.

Both projects would be subject to all local, state, and federal regulations governing the transport and use of hazardous materials, which would result in a less than significant cumulative impact. The nearest school to the project sites is approximately 0.20 miles south of the sites. Best management practices and mitigation to reduce construction emissions, would result in a less than significant cumulative impact on schools. Neither the project site nor the townhouse site are located within an airport influence area and would the projects would not exceed FAA height requirements; therefore, the projects would not result in a cumulative aircraft hazards. For this reason and those stated above, the cumulative projects, would not result in significant cumulative hazardous or hazardous materials impacts. **(Less Than Significant Cumulative Impact)**

4.18.3 Short-Term versus Long-Term Environmental Goals

Construction of the proposed project would not result in the conversion of a greenfield site to urban uses or otherwise commit resources in a wasteful or inefficient manner. The project proposes to redevelop an infill location in Santa Clara and it is anticipated that short-term effects resulting from construction would be substantially off-set by meeting the long-term environmental goals (such as increased building energy efficiency) for this site. The operational phase would consume energy for multiple purposes including building heating and cooling, lighting, and electronics. Energy, in the form of fossil fuels, would be used to fuel vehicles traveling to and from the project site. The project would result in an increase in demand upon nonrenewable resources; however, the project is required to comply with the CBC. The proposed project would be designed to achieve minimum Green Point certification consistent with Santa Clara's Green Building Policies. The project shall incorporate a variety of design features including community design and planning, site design, landscape design, building envelope performance, and material selections to reduce energy use and conserve water.

With implementation of the mitigation measures included in the project and compliance with City General Plan policies, the proposed project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

4.18.4 Direct or Indirect Adverse Effects on Human Beings

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include hazardous materials and noise. Implementation of mitigation measures and General Plan policies would reduce these project impacts to a less than significant level. No other direct or indirect adverse effects on human beings have been identified.

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19. CalRecycle. *Estimated Solid Waste Generation Rates*. Available at:
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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

City of Santa Clara

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Kielty Arborist Services

Arborist Services

Kevin Kielty, Certified Arborist
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RMC

Utilities Analysis

Cathy Greenman, P.E.

MITIGATION MONITORING OR REPORTING PROGRAM

3402 El Camino Real Mixed Use (The Deck) Project

CITY OF SANTA CLARA

April 2018

P R E F A C E

Section 21081.6 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
3402 EL CAMINO REAL MIXED USE (THE DECK) PROJECT**

Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
AIR QUALITY				
Impact AIR-1: Construction activities would generate dust and other particulate matter that could impact adjacent residences.	MM AIR-1.1: The project shall implement the following best management practices (BMPs), as recommended by BAAQMD to reduce construction fugitive dust impacts during all phases of construction: <ul style="list-style-type: none"> • 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. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as a 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 	During all phases of construction	Project applicant and contractors during all phases of construction	Community Development Director

**MITIGATION MONITORING OR REPORTING PROGRAM
3402 EL CAMINO REAL MIXED USE (THE DECK) PROJECT**

Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>airborne toxics control measure Title 13, Section 2485 of California Code Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</p> <ul style="list-style-type: none"> • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. <p style="text-align: center;">Less Than Significant Impact with Mitigation</p>			
<p>Impact AIR-2: Construction activities associated with the proposed project would expose infants near the project site to temporary TAC emissions in excess of acceptable thresholds.</p>	<p>MM AIR-2.1: The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average of at least 46 percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:</p> <ul style="list-style-type: none"> • All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days shall meet, at a minimum, U.S. EPA 	<p>During all phases of construction</p>	<p>Project applicant and contractors during all phases of construction</p>	<p>Community Development Director</p>

**MITIGATION MONITORING OR REPORTING PROGRAM
3402 EL CAMINO REAL MIXED USE (THE DECK) PROJECT**

Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>particulate matter emissions standards for Tier 2 engines or equivalent.</p> <ul style="list-style-type: none"> • All diesel-powered portable equipment (i.e., forklifts, generators, and welders) operating on the site for more than two days shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent. • The construction contractor could use other measures to minimize construction period DPM emission to reduce the estimated cancer risk below the thresholds. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel) could meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant. <p>Less Than Significant Impact with Mitigation</p>			
BIOLOGICAL RESOURCES				
<p>Impact BIO-1: Construction activities associated with the proposed project could result in the loss of fertile eggs, nesting</p>	<p>MM BIO-1.1: Construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February through August.</p> <p>MM BIO-1.2: If it is not possible to schedule demolition and</p>	<p>Prior to issuance of demolition or grading permits</p>	<p>Project applicant and contractors during all phases of construction</p>	<p>Community Development Director</p> <p>California Department of Fish and Wildlife</p>

**MITIGATION MONITORING OR REPORTING PROGRAM
3402 EL CAMINO REAL MIXED USE (THE DECK) PROJECT**

Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
raptors or other migratory birds, or nest abandonment.	<p>construction between September and January, pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests would be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the ornithologist would inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with CDFW, would determine the extent of a construction-free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests would not be disturbed during project construction.</p> <p>Less Than Significant Impact with Mitigation</p>			
Impact BIO-2: Trees adjacent to the site, not protected by existing fencing, could be significantly impacted during construction.	MM BIO-2.1: Trees adjacent to the site shall be protected during construction. For trees not protected by existing fencing, tree protection zones must be established. To establish the protection zones, six-foot tall metal chain link fences shall be installed around the trees and supported by metal poles no more than 10 feet apart. The location for the protection fencing should be as close to the dripline as possible still allowing room for construction to safely continue.	Prior to issuance of demolition or grading permits	Project applicant and contractors during all phases of construction	Community Development Director

**MITIGATION MONITORING OR REPORTING PROGRAM
3402 EL CAMINO REAL MIXED USE (THE DECK) PROJECT**

Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>Signs should be placed on fencing signifying “Tree Protection Zone - Keep Out”. No materials or equipment will be stored or cleaned inside the tree protection zones. Areas outside the fencing areas but still beneath the dripline of protected trees, where foot traffic is expected to be heavy, shall be mulched with four to six inches of chipper chips.</p> <p>MM BIO-2.2: During the demolition process all tree protection shall be in place. All vehicles must remain on paved surfaces if possible. If vehicles are to stray from paved surfaces, four to six inches of chips shall be spread and plywood laid over the mulch layer if within a trees dripline. Parking will not be allowed off the paved surfaces. The removal of foundation materials, when inside the driplines of protected trees, shall be carried out with care. Hand excavation shall be required in areas of heavy rooting. Exposed or damaged roots should be repaired and covered with native soil.</p> <p>MM BIO-2.3: Any roots to be cut shall be monitored and documented. Large roots (more two-inches in diameter) or large masses of roots to be cut must be inspected by the site arborist. The site arborist, at this time, may recommend irrigation or fertilization of the root zone. All roots needing to be cut should be cut clean with a saw or lopper. Roots to be left exposed for a period of time should be covered with layers of burlap and kept moist.</p>			

**MITIGATION MONITORING OR REPORTING PROGRAM
3402 EL CAMINO REAL MIXED USE (THE DECK) PROJECT**

Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	Less Than Significant Impact with Mitigation			
CULTURAL RESOURCES				
Impact CUL-1: Subsurface cultural resources could be uncovered during demolition/construction of the proposed project.	<p>MM CUL-1.1: In the event prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director of Planning and Inspection shall be notified, and the archaeologist will examine the find and make appropriate recommendations prior to issuance of building permits. Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery during monitoring would be submitted to the Director of Planning and Inspection.</p> <p>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 of Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which 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 during all phases of construction	Community Development Director Native American Heritage Commission (for human remains)

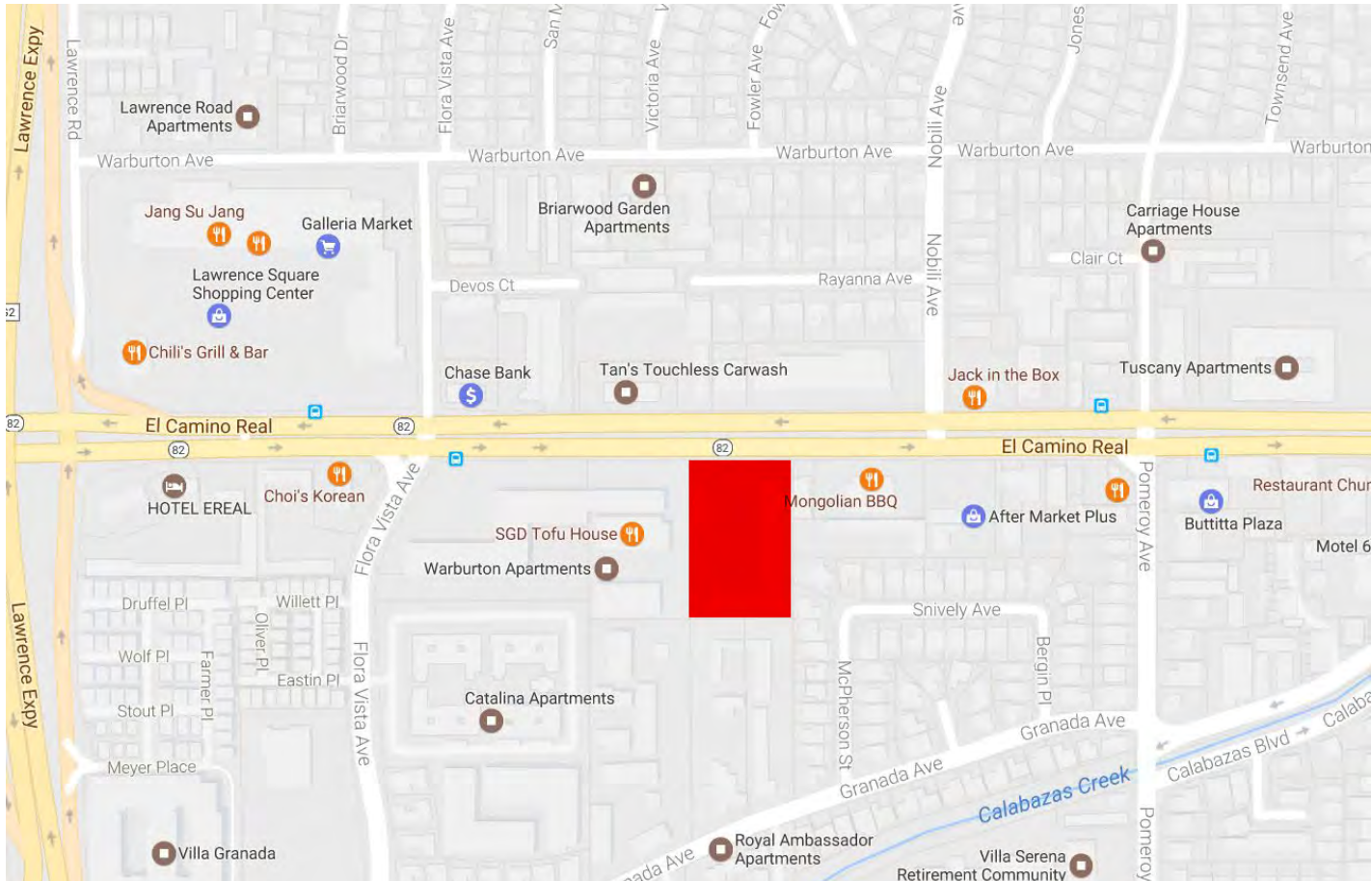
**MITIGATION MONITORING OR REPORTING PROGRAM
3402 EL CAMINO REAL MIXED USE (THE DECK) PROJECT**

Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	Less Than Significant Impact with Mitigation			
HAZARDS AND HAZARDOUS MATERIALS				
<p>Impact HAZ-1: The surface and sub-surface soils on-site are contaminated due to past agricultural operations. Implementation of the project could expose construction workers and adjacent land uses to residual agricultural soil contamination.</p>	<p>MM HAZ-1.1: Prior to demolition and excavation of the project site, a Phase II Environmental Site Assessment (Phase II ESA) will be completed to determine if agricultural chemicals are present in the soil and groundwater at the site. The site will be sampled for CAM 17 Metals, pesticides, TPH-G, BTEX, and 5-Oxygenates. Phase II ESA sampling activities shall be coordinated with the Santa Clara Fire Department.</p> <p>MM HAZ-1.2: Following demolition and removal of pavement, soil samples will be gathered from the site and sent for laboratory analyses to evaluate appropriate disposal alternatives. The analyses would include but not be limited to organochlorine pesticides, lead, petroleum hydrocarbons, and other metals. Sampling will occur prior to the issuance of grading permits.</p> <p>MM HAZ-1.3: In the event that impacted soil is identified on-site, the Director of Planning and Inspection shall be notified and the lateral and vertical extent of soil containing contaminant concentrations greater than the San Francisco Bay Regional Water Quality Control Board's (RWQCB's) environmental screening levels (ESLs). Sample results shall be submitted to the Santa Clara Fire Department for review.</p> <p>Contaminated soil shall be handled separately from "clean" soil.</p>	Prior to issuance of grading permits.	Project Applicant	<p>Community Development Director</p> <p>Santa Clara County Environmental Health Department</p> <p>Santa Clara Fire Department</p>

**MITIGATION MONITORING OR REPORTING PROGRAM
3402 EL CAMINO REAL MIXED USE (THE DECK) PROJECT**

Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>Common and potentially applicable remedial measures for the impacted soil may include: 1) excavation and off-site disposal at a permitted facility; 2) the use of engineering and administrative controls, such as consolidation and capping of the soil on-site and land use covenants restricting certain activities/uses; and 3) a combination of the above. Remedial activities at the site, if warranted, would be overseen by an appropriate regulatory agency, such as the Department of Toxic Substances Control (DTSC) or the Santa Clara County Department of Environmental Health (SCCDEH).</p> <p>MM HAZ-1.4: The affected soils on-site could be excavated and transported to the appropriate facility for disposal, under the oversight of SCCDEH or DTSC.</p> <p>Less Than Significant Impact with Mitigation</p>			

SOURCE: City of Santa Clara, **3402 El Camino Real Mixed Use (The Deck) Initial Study**, April 2018.



VICINITY MAP

THE DECK

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- A.2 COLOR SITE PLAN
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- L.1 SITE PLANTING PLAN

PROJECT DIRECTORY

OWNER
DE ANZA PROPERTIES
960 N San Antonio Rd,
Los Altos, CA 94022
(650) 209-3232 office
(650) 209-3244 fax

ARCHITECT
DAHLIN GROUP
5865 Owens Drive
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fax (925) 251-7201

CIVIL ENGINEER
JMH Weiss, Inc.
101 Metro Drive, Suite 360
San Jose, CA 94583
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LANDSCAPE ARCHITECT
GUZZARDO PARTNERSHIP
181 Greenwich Street
San Francisco, CA 94111
tel (415)433-4672
fax (415)433-5003



THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

PROJECT DATA



JOB NO.1148.004
DATE 3-28-18

5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

T-2

PARKING SUMMARY:

RESIDENTIAL PARKING REQUIREMENT (MULTI-FAMILY)					
REQUIRED PARKING (TABLE 19.46.060 - GARAGE SPACE (1) + UNASSIGNED SPACE at FACTOR BELOW)					
	UNITS	FACTOR	TOTAL SPACES	ASSIGNED	UNASSIGNED
1.5 SPACES PER 1 BEDROOM UNIT	24	1.5	36	24	12
2 SPACES PER 2 BEDROOM UNIT	36	2	72	36	36
2 SPACES PER 3 BEDROOM UNIT	6	2	12	6	6
TOTAL REQUIRED PARKING SPACE:			120	66	54
GUEST RESIDENTIAL PARKING SPACE (10%):					12
COMMERCIAL PARKING REQUIREMENT					
PARKING FOR RETAIL/LEASING OFFICE:			9,919 SF		
5 SPACE PER 1000 SF			UNASSIGNED SPACES		50
TOTAL PARKING REQUIRED ON SITE FOR RESIDENTIAL			132 SPACES		
TOTAL PARKING REQUIRED ON SITE FOR COMMERCIAL			50 SPACES		
TOTAL PARKING REQUIRED ON SITE:			182 SPACES	OF WHICH	116 ARE UNASSIGNED/COMMERCIAL
				66	ARE ASSIGNED (1/UNIT)
GARAGE PARKING: (LOWER/GRADE LEVEL: 101; UPPER/OVER RETAIL:29)			130 SPACES		
SURFACE:			58 SPACES		
COMMERCIAL PARKING PROVIDED			50 SPACES STALLS 16-18, 85-94		
EXTRA PARKING FOR EVENTS			6 SPACES STALLS 154-159		
ASSIGNED/UNASSIGNED RESIDENTIAL PARKING PROVIDED (INCLUDES GUEST)			132 SPACES STALLS 1-15, 19-84, 95-98, 102-119, 160-188		
TOTAL PROVIDED:			188 SPACES		
RESIDENTIAL ACCESSIBLE PARKING:					
2% OF ASSIGNED SPACES			2 SPACES		
5% OF UNASSIGNED SPACES			3 SPACES		
COMMERCIAL ACCESSIBLE PARKING:					
TOTAL ACCESSIBLE PARKING REQUIRED (PER CBC TABLE 11B-208.2):					
25 TO 50 REQUIRES 2 SPACES			2 SPACES		
VAN PARKING SPACES REQUIRED (PER 11B-208.2.4):			2 SPACES		
TOTAL ACCESSIBLE PARKING REQUIRED:			7 SPACES		
ASSIGNED RESIDENTIAL ACCESSIBLE SPACES PROVIDED			2 SPACES STALLS 65, 95		
UNASSIGNED RESIDENTIAL ACCESSIBLE SPACES PROVIDED			3 SPACES STALLS 96-98		
VAN SPACES PROVIDED			3 SPACES STALLS 65, 93, 98		
COMMERCIAL ACCESSIBLE PARKING PROVIDED			2 SPACES STALLS 93, 94		
TOTAL ACCESSIBLE PARKING PROVIDED:			7 SPACES		
CLEAN AIR/VANPOOL/EV SPACES REQUIRED (PER CGBSC 5.106.5.2)					
25 TO 50 REQUIRES 3 SPACES:			3 SPACES		
TOTAL CLEAN AIR VEHICLE SPACES REQUIRED:			3 SPACES		
TOTAL CLEAN AIR VEHICLE SPACES PROVIDED:			3 SPACES STALLS 99-101		
RESIDENTIAL ELECTRIC VEHICLE (EV) CHARGING SPACE REQUIRED (PER CGBSC 4.106.4.2):					
3% OF TOTAL REQUIRED RESIDENTIAL PARKING:			2 SPACES		
COMMERCIAL ELECTRIC VEHICLE (EV) CHARGING SPACE REQUIRED (PER CGBSC 5.106.5.3.3):					
25 TO 50 REQUIRES 2 SPACES:			2 SPACES		
TOTAL ELECTRIC VEHICLE CHARGING SPACES REQUIRED:			4 SPACES		
TOTAL ELECTRIC VEHICLE CHARGING SPACES PROVIDED:			4 SPACES STALLS 16, 18, 36, 51		
TOTAL COMPACTS =			10 SPACES STALLS 17, 52, 66, 83, 154-159		
COMPACT % =			9%		
50% OF ALL COMMERCIAL AND UNASSIGNED RESIDENTIAL PER 18.74 (SANTA CLARA MUNI CODE)					
(SANTA CLARA MUNI CODE 18.23.027)					
BIKE PARKING REQ'D RESIDENTIAL:					
1 PER 3 UNITS			0 SPACES		
BIKE PARKING REQ'D COMMERCIAL:					
1 PER 3,000 SF			3 SPACES		
TOTAL BIKE PARKING REQUIRED:			3 SPACES		
TOTAL LONG-TERM BIKE PARKING PROVIDED:			40 SPACES		
TOTAL SHORT-TERM BIKE PARKING PROVIDED:			6 SPACES		
LOCKABLE STORAGE (300 cf) REQ'D:			1 LOCKERS		
LOCKABLE STORAGE PROVIDED:			75 LOCKERS		
(Basement Level)					

3402 EL CAMINO REAL, SANTA CLARA
DEVELOPMENT SUMMARY

REVISED 10/26/2017

SITE APN:	290-01-136		
ADDRESS:	3402 EL CAMINO REAL, SANTA CLARA, CA		
ZONING:	COMMUNITY MIXED USE		
SITE AREA:	2.27 ACRES	98,776 SF	
DENSITY:	29 DU/ACRE		
RESIDENTIAL UNITS	66 UNITS		
RETAIL (4,678 + 3,941 + 711)	9,330 SF		
GYM	2,735 SF		
LEASING OFFICE	589 SF		
EVENT AREA	1,547 SF		
PARKING PROV'D/REQ'D	190 / 182		
LOT COVERAGE	53%		

LOT COVERAGE:	
STORAGE FOOTPRINT (BASEMENT):	6004 SF (EXCLUDED from LOT COVERAGE)
GARAGE and RETAIL FOOTPRINT (ABOVE GRADE):	52,537 SF
TOTAL FOOTPRINT ALL BUILDINGS:	52,537 SF
LOT COVERAGE:	53.2%
PODIUM DECK OPEN SPACE:	9,424 SF
POOL DECK + BAR/KITCHEN OPEN SPACE:	5,968 SF
TOTAL OPEN SPACE:	15,392 SF
LOT COVERAGE EXCLUDING PODIUM DECK + POOL DECK OPEN SPACE:	37.6%

UNIT SUMMARY PODIUM							
FLATS over GARAGE	AREA	LEVEL 2	LEVEL 3	LEVEL 4	TOTAL	MIX	TOTAL SF
1 BEDROOM UNIT (1-A):	682 SF	8	8	8	24	36%	16,368 SF
2 BEDROOM UNIT (2-A):	1,095 SF	12	12	12	36	55%	39,420 SF
3 BEDROOM UNIT (3-A):	1,306 SF	2	2	2	6	9%	7,836 SF
TOTAL PODIUM UNIT COUNT:					66	100%	63,624 SF

CODE ANALYSIS

THE DECK PODIUM	Building 1 (Type 1A)			Building 2 (Type VA)			Building 3 (Type VA)		
Per 2016 CBC Section 502	Basement	Grade Level	2nd Level	2nd Level	3rd Level	4th Level	2nd Level	3rd Level	4th Level
Actual Area/Floor/Deck	6,004	52,537	12,683	15,220	15,220	17,781	12,902	12,902	12,902
Total Actual Area/Bldg.	71,224	sqft		48,221	sqft		38,706	sqft	
				48221 <	50,963	complies	38706 <	63,000	complies
Allowable Area									
Per 2016 CBC Table 506.2	A _r =	unlimited	sqft	A _r =	36,000	sqft	A _r =	36,000	sqft
Per 2016 CBC Section 506.3.2				F =	454	ft	F =	542	ft
Per 2016 CBC Section 506.3.3				P =	774	ft	P =	542	ft
Per 2016 CBC Section 506.3.2				W =	37	ft	W =	30	ft
Per 2016 CBC Section 506.2.3				I _r =	0.416		I _r =	0.750	
Per 2016 CBC Section 506.2.4				A _s =	50,963	sqft/bldg.	A _s =	63,000	sqft/bldg.

LEGEND:

NEW	EXISTING	NEW	EXISTING
		6" CURB & GUTTER	
		EDGE OF AC PAVEMENT	
		6" VERTICAL CURB	
		DOMESTIC WATER MAIN	
		ELECTRIC LINE	
		FIRE WATER MAIN	
		GAS LINE	
		IRRIGATION LINE	
		OVERHEAD WIRES	
		OVERHEAD ELECTRIC	
		OVERHEAD TELEPHONE	
		RECYCLED WATER	
		SANITARY SEWER LINE	
		STORM DRAIN LINE	
		STREET LIGHT CONDUIT	
		TELECOMMUNICATIONS	
		TELEPHONE LINE	
		TELEVISION LINE	
		WATER LINE	
		UNDERGROUND ELECTRIC	
		TRENCH DRAIN	
		METAL BEAM GUARD RAIL	
		SILT FENCE	
		CHAIN LINK FENCE	
		FLOW LINE	
		CONTOUR ELEVATION LINE	
		CENTER LINE	
		PROPERTY LINE	
		MONUMENT LINE	
		EASEMENT LINE	
		FINISH GRADE	
		SURFACE DRAINAGE SLOPE	
		SPOT ELEVATION	
		GRADE BREAK	
		LIMIT OF WORK/GRADING	
		IRRIGATION BOX	
		GAS METER	
		GAS VALVE	
		WATER METER	
		WATER VALVE	
		WATER METER OR BFP	
		FIRE HYDRANT	
		FIRE DEPARTMENT CONNECTION	
		WATER TAPPING SADDLE	
		SEWER MANHOLE	
		SEWER CLEANOUT	
		SEWER LAMP HOLE	
		SEWER VENT	
		STORM DRAIN MANHOLE	
		CATCH BASIN	
		CURB INLET	
		DRAINAGE INLET	

GENERAL NOTES:
TOPOGRAPHIC FEATURES SHOWN HEREON REPRESENT SURFACE CONDITIONS OF THE PROJECT AREA COMPILED FROM AERIAL SURVEY PERFORMED IN JANUARY 2017 AND A SUPPLEMENTAL GROUND SURVEY PERFORMED IN FEBRUARY OF 2017. UNDERGROUND UTILITIES, WHERE SHOWN, ARE BASED UPON SURFACE STRUCTURES AND UTILITIES MARKINGS. NO ATTEMPT HAS BEEN MADE TO DETERMINE THE EXTENT OR EXISTENCE OF UNDERGROUND UTILITIES NOT MARKED.

BASIS OF BEARINGS:
THE BEARING, NORTH 89°51'41" EAST, OF THE MONUMENTED CENTERLINE OF EL CAMINO ROAD, AS SHOWN ON THAT CERTAIN MAP FILED FOR RECORD IN BOOK 663 OF MAPS, PAGE 10, SANTA CLARA COUNTY RECORDS WAS TAKEN AS THE BASIS OF BEARINGS FOR THE SURVEY.

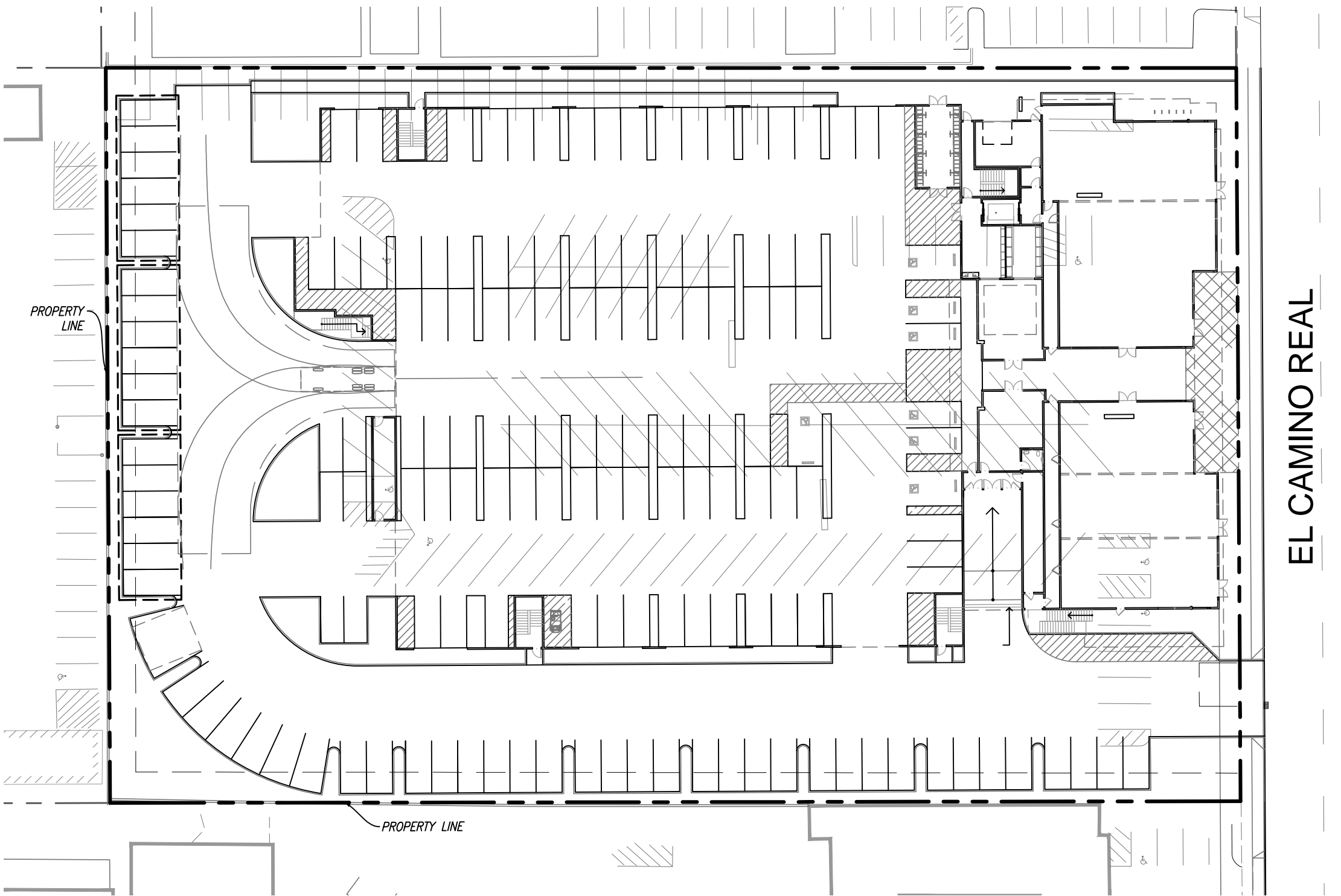
PROJECT BENCHMARK:
VERTICAL DATUM IS BASED UPON CITY OF SANTA CLARA BENCHMARK E-14, A CHISELED SQUARE LOCATED ON THE TOP OF CURB AT A CATCH BASIN ON THE SOUTH SIDE OF EL CAMINO BETWEEN FLORA VISTA AVENUE AND NOBILI AVENUE; ELEVATION TAKEN AS 91.24', CITY OF SANTA CLARA VERTICAL DATUM (NGVD 1929).

THE DECK

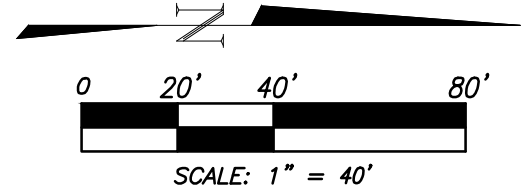
3402 EL CAMINO REAL, SANTA CLARA, CA

DWG NAME: P:\5103 - 3410 ECR - Santa Clara\5103\Engineering\Engineering Plans\Preliminary Plan\5103 C1.0 Cover Sheet.dwg, LAST EDITED: Wed, Mar 28, 2018 2:55pm
USER: jinguyen, AutoCad V.2010s (LMS Tech), Microsoft Windows NT Version 6.2 (x64)

THE DECK
PRELIMINARY PLANS
3402 EL CAMINO REAL, SANTA CLARA, CA

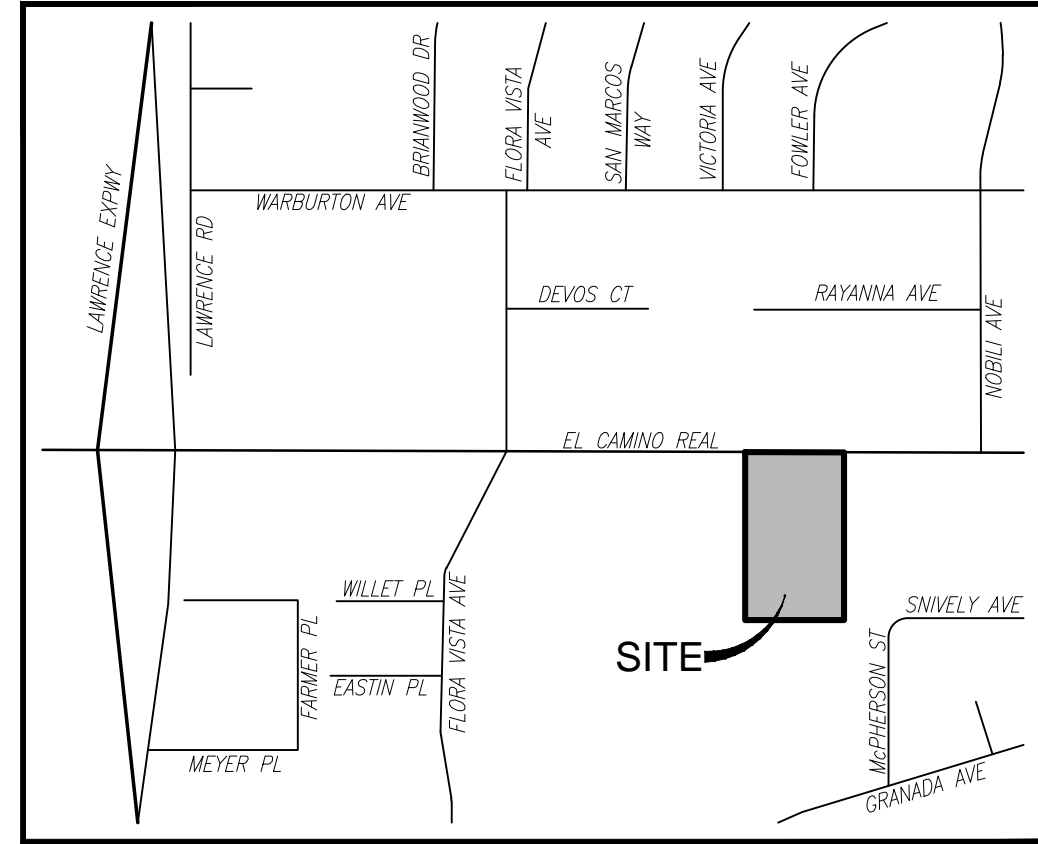


SITE MAP



CIVIL SHEET INDEX

C-1.0	COVER SHEET
C-1.1	EXISTING CONDITIONS
C-1.2	DEMOLITION PLAN
C-2.0	PRELIMINARY GRADING & DRAINAGE PLAN
C-3.0	UTILITY PLAN
C-4.0	STORMWATER CONTROL PLAN
C-4.1	STORMWATER CONTROL NOTES & DETAILS
C-5.0	SECTIONS & DETAILS



Vicinity Map
NTS

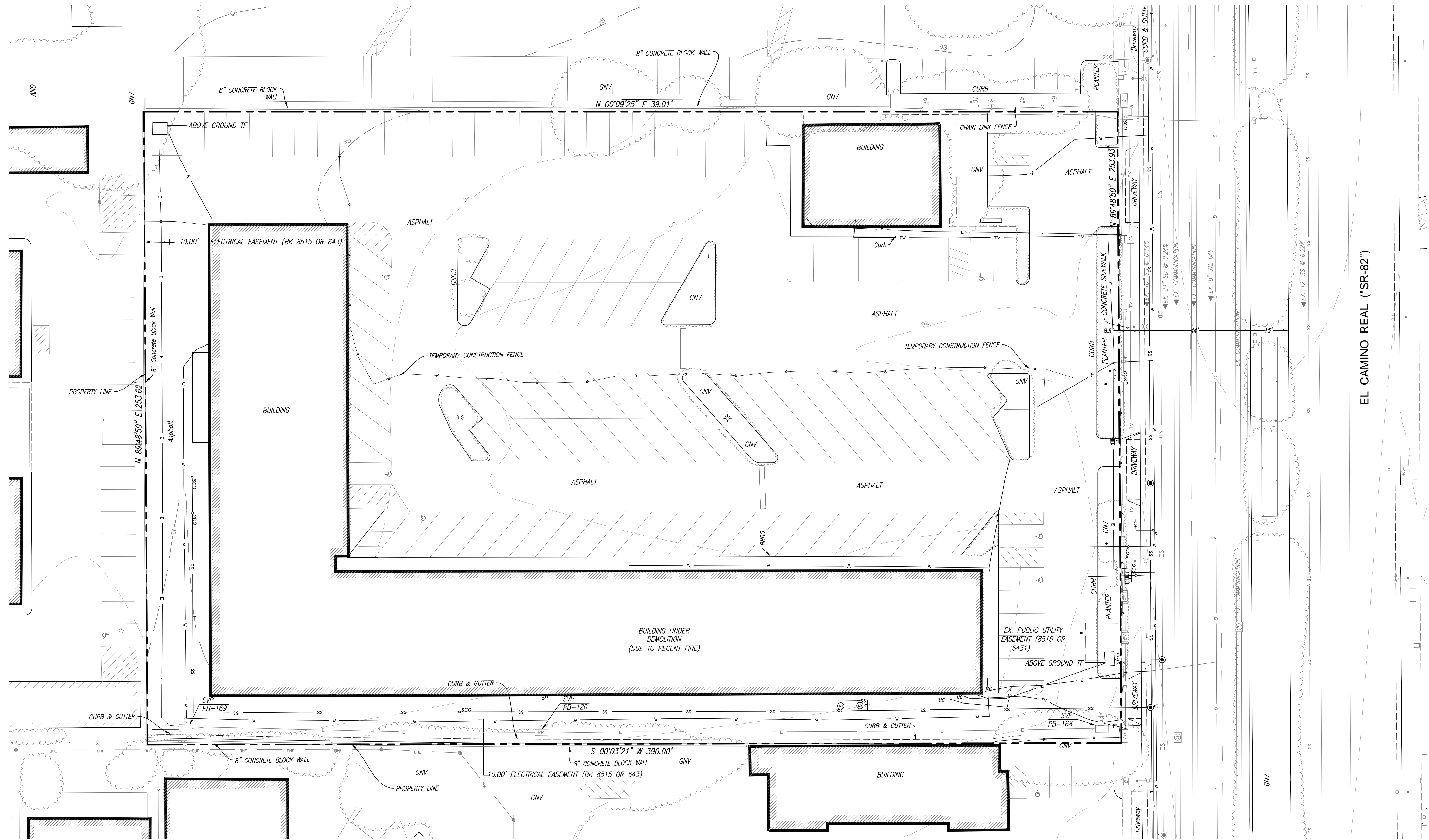
ABBREVIATIONS:

CI	Curb Inlet	PVC	Poly Vinyl Chloride
CL	Center Line	PUE	Public Utility Easement
CS	Concrete Surface	PVC	Polyvinyl Chloride
FF	Finished Floor	RCP	Reinforced Concrete Pipe
FL	Flow Line	RG	Rough Grade
FG	Finished Grade	R/W	Right-of-Way
INV	Invert	SD	Storm Drain
GB	Grade Break	SDI	Storm Drain Inlet
GS	Garage Slab	SDMH	Storm Drain Manhole
MS	Management Control	SDCO	Storm Drain Clean Out
HP	High Point	SS	Sanitary Sewer
LP	Low Point	TDC	Top of Depressed Curb
PL	Property Line	TCM	Treatment Control Measure
PSE	Public Service Easement	TDC	Top of Depressed Curb
		TVC	Top of Vertical Curb

JMH WEISS, INC.
CIVIL ENGINEERING ~ SURVEYING ~ LAND PLANNING
1731 METRO DRIVE, SUITE 880
SAN JOSE, CA 95110 (408) 286-4555

JOB NO. 5103
DATE 2018-03-28

COVER SHEET
C-1.0



THE DECK

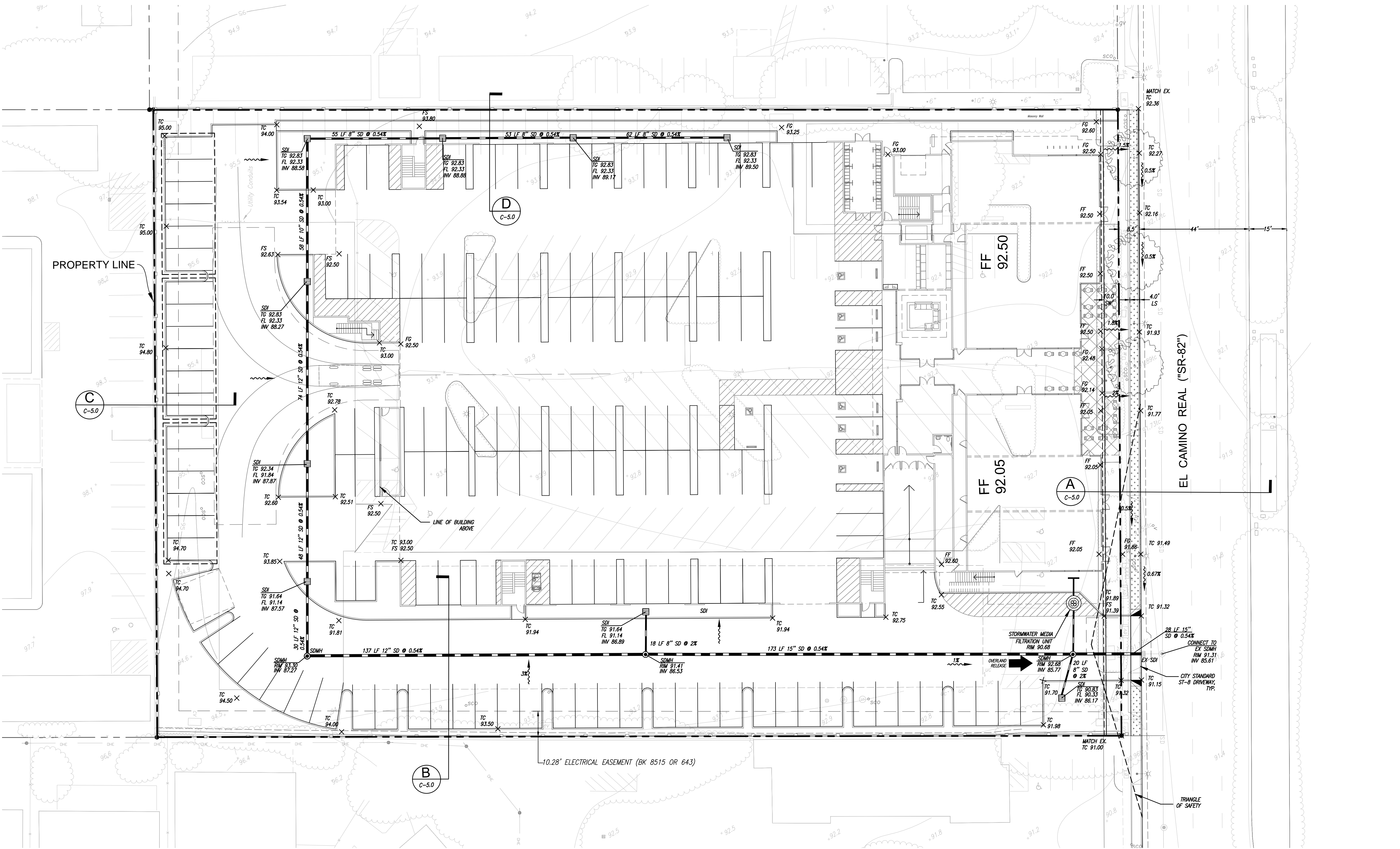
3402 EL CAMINO REAL, SANTA CLARA, CA

JMH WEISS, INC.
CIVIL ENGINEERING ~ SURVEYING ~ LAND PLANNING
1731 TECHNOLOGY DRIVE, SUITE 880
SAN JOSE, CA 95110 (408) 286-4555

JOB NO. 5103
DATE 2018-03-28

EXISTING CONDITIONS

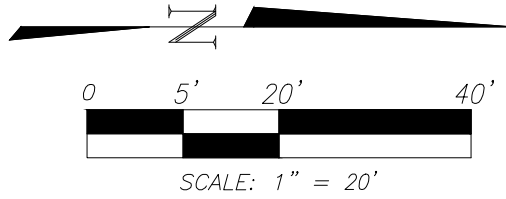
C-1.1



Total Required Fire Flow Estimate -Garage & Podium Structure						
Construction Type	Garage & Basement	Podium Bldgs	Total	% of Total	Total Required Fire Flow ¹ (gpm)	Prorated Required Fire Flow ² (gpm)
Type IA	(sf)	(sf)	(sf)			
Type VA	67,640	-	67,640	43.6%	2,750	1,198
		87,581	87,581	56.4%	5,250	2,962
	Totals	67,640	87,581	155,221	8,000	4,161
						2,080

	2016 CFC Table C102.1
Min number of hydrants	4
Ave spacing between hydrants.ft	350
Max distance from any point on street to a hydrant .ft	210

¹ 2016 CFC Table B105.1 (2)
² Required fire flow multiplied by % of total floor area, per CA State Fire Marshall Code Interpretation 11-015 (Dated 12/19/2011)
³ Allowed for fully sprinklered building (2013 CFC Section B105.1)



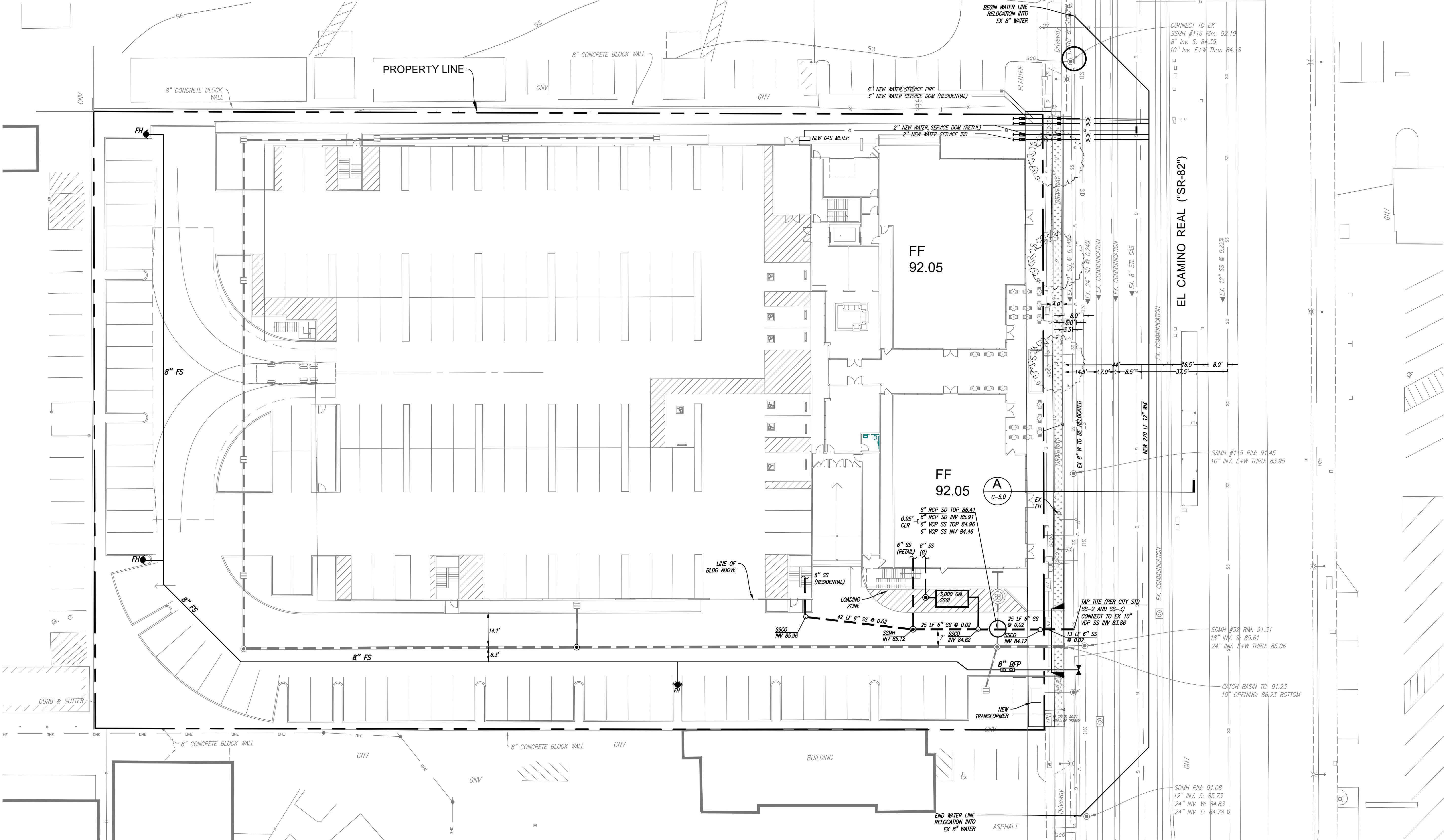
THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

DWG NAME: P\5103 - 3410 EDR - Santa Clara\5103\Engineering\Engineering Plans\Preliminary Plan\5103 C2.0 Grading & Drainage Plan.dwg, LAST EDITED: Wed, Mar 28, 2018 2:55pm
USER: kmguyen, AutoCad V20.0x (LMV Tech), Microsoft Windows NT Version 6.2 (x64)

JMH WEISS, INC.
CIVIL ENGINEERING ~ SURVEYING ~ LAND PLANNING
1731 TECHNOLOGY DRIVE, SUITE 880
SAN JOSE, CA 95110 (408) 286-4555

JOB NO. 5103
DATE 2018-03-28
PRELIMINARY GRADING
& DRAINAGE PLAN
C-2.0



GENERAL NOTES:

- SEE FIRE ALARM AND ECS CONDUIT LAYOUT ON PLANS BY OTHERS.
- ALL 6" SS SHALL BE CONSTRUCTED AT 1% UNLESS NOTED OTHERWISE.
- A SEPARATE FDC AND PIV ASSEMBLY IS REQUIRED FOR EACH INDIVIDUAL BUILDING. ALL FDC'S SHALL FACE THE ADJACENT DRIVE AISLE OR STREET. FDC SHALL BE 6"x4" WAY UNLESS NOTED OTHERWISE.
- ALL PRIVATE FIRE HYDRANTS SHOWN HEREON SHALL BE CLOW MODEL 860 OR EQUIVALENT.
- EACH SPRINKLER RISER SHALL BE PROTECTED BY A 17 LB GALVANIC ANODE WITH ALL METAL PIPE AND FITTINGS, FROM THE FLANGE 6" ABOVE FINISHED FLOOR TO THE DUCTILE IRON PIPE EXTENDING 5 LF BEYOND BUILDING LINE, AND BEING BONDED TOGETHER WITH A #8 CABLE.
- ALL UTILITY WORK ON EL CAMINO REAL SHALL BE COMPLETED BEFORE THE CALTRANS PAVING PROJECT THAT WILL TAKE PLACE IN 2019, DUE TO A MORATORIUM.
- WATER MAIN RELOCATION IN EL CAMINO REAL IS SHOWN CONCEPTUALLY. FINAL LAYOUT TO BE DETERMINED DURING DESIGN/PERMIT PHASE.

MATERIALS SCHEDULE

SANITARY SEWER PIPE	SDR 8" PVC OR EQUIVALENT
WATERMAIN (FS) PIPE	C900 CL200 PVC OR EQUIV.
STORM DRAIN	SCHEDULE 12" PVC OR COPPER K

FIRE SERVICE NOTES:

- FIRE SERVICE LAYOUT IS SCHEMATIC ONLY AND SUBJECT TO CHANGE WITH FINAL BUILDING FIRE DEMAND CALCULATIONS. UNDERGROUND CONTRACTOR TO PROVIDE SHOP DRAWINGS. EXISTING FIRE SERVICES TO REMAIN UNLESS NOTED OTHERWISE. ALL SHUTDOWN OF ACTIVE FIRE LOOPS REQUIRE NOTIFICATION OF FIRE DEPARTMENT AND OWNER. A SEPARATE PERMIT IS REQUIRED FOR UNDERGROUND FIRE SERVICE.
- FIRE SPRINKLER SHOP DRAWINGS SHALL BE SUBMITTED TO THE LOCAL FIRE JURISDICTION ALLOWING TIME FOR REVIEW AND ACCEPTANCE PRIOR TO THE START OF WORK.

BENCHMARK: NGVD 1929

FIRE GENERAL NOTES

- THE UNDERGROUND FIRE PROTECTION SYSTEM SHOWN ON THIS PLAN IS SCHEMATIC ONLY AND IS NOT INTENDED TO BE AN INSTALLATION DRAWING. REFER TO CONTRACTOR'S SHOP DRAWINGS FOR PIPE SIZING, LOCATION AND APPURTENANCES.
- THE UNDERGROUND FIRE PROTECTION SYSTEM INSTALLER SHALL PREPARE SHOP DRAWINGS SHOWING ALL INFORMATION REQUIRED BY THE LOCAL FIRE JURISDICTION.
- SHOP DRAWINGS SHALL BE SUBMITTED TO THE LOCAL FIRE JURISDICTION, THE RATING AGENCY AND THE ARCHITECT ALLOWING TIME FOR REVIEW AND ACCEPTANCE, PRIOR TO THE START OF WORK.
- THE UNDERGROUND FIRE PROTECTION SYSTEM INSTALLER SHALL COORDINATE WITH THE OVERHEAD SPRINKLER CONTRACTOR FOR LOCATION OF RISER ASSEMBLIES.
- ALL FIRE DEPARTMENT ACCESS ROADS, WATER MAINS, AND FIRE HYDRANTS SHALL BE INSTALLED AND OPERATIONAL DURING CONSTRUCTION IN ACCORDANCE WITH THE FIRE CODE AND ALL OTHER APPLICABLE STANDARDS.

FIRE PROTECTION NOTES:

- PROPOSED TYPE OF CONSTRUCTION: TYPE I-A+VA.
- FIRE FLOW OF 4,161 GPM (50% REDUCTION ALLOWED FOR FIRE SPRINKLERS) THROUGH 4 FIRE HYDRANTS WILL BE PROVIDED FOR THIS PROJECT WITH AN AVERAGE SPACING OF 350 SF.
- ALL FIRE TRUCK ACCESSIBLE ROADWAYS FOR THIS PROJECT ARE, OR, WILL BE, DESIGNED TO SUPPORT FIRE APPARATUS OF AT LEAST 75,000 LBS.
- FIRE DEPARTMENT CONNECTIONS (FDC) WILL BE PROVIDED FIRE HYDRANTS AREA LOCATED LESS THAN 100' FROM EACH FDC.

Total Required Fire Flow Estimate -Garage & Podium Structure

Construction Type	Garage & Basement (sf)	Podium Bldgs (sf)	Total (sf)	% of Total	Total Required Fire Flow ¹ (gpm)	Prorated Required Fire Flow ² (gpm)	50% Reduction ³
Type IA	67,640	-	67,640	43.6%	2,750	1,198	599
Type VA	-	87,581	87,581	56.4%	5,250	2,962	1,481
Totals	67,640	87,581	155,221		8,000	4,161	2,080

	2016 CFC Table C102.1
Min number of hydrants	4
Ave spacing between hydrants,ft	350
Max distance from any point on street to a hydrant ,ft	210

¹ 2016 CFC Table B105.1 (2)

² Required fire flow multiplied by % of total floor area, per CA State Fire Marshall Code Interpretation 11-015 (Dated 12/19/2011)

³ Allowed for fully sprinklered building (2013 CFC Section B105.1)

THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

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JMH WEISS, INC.

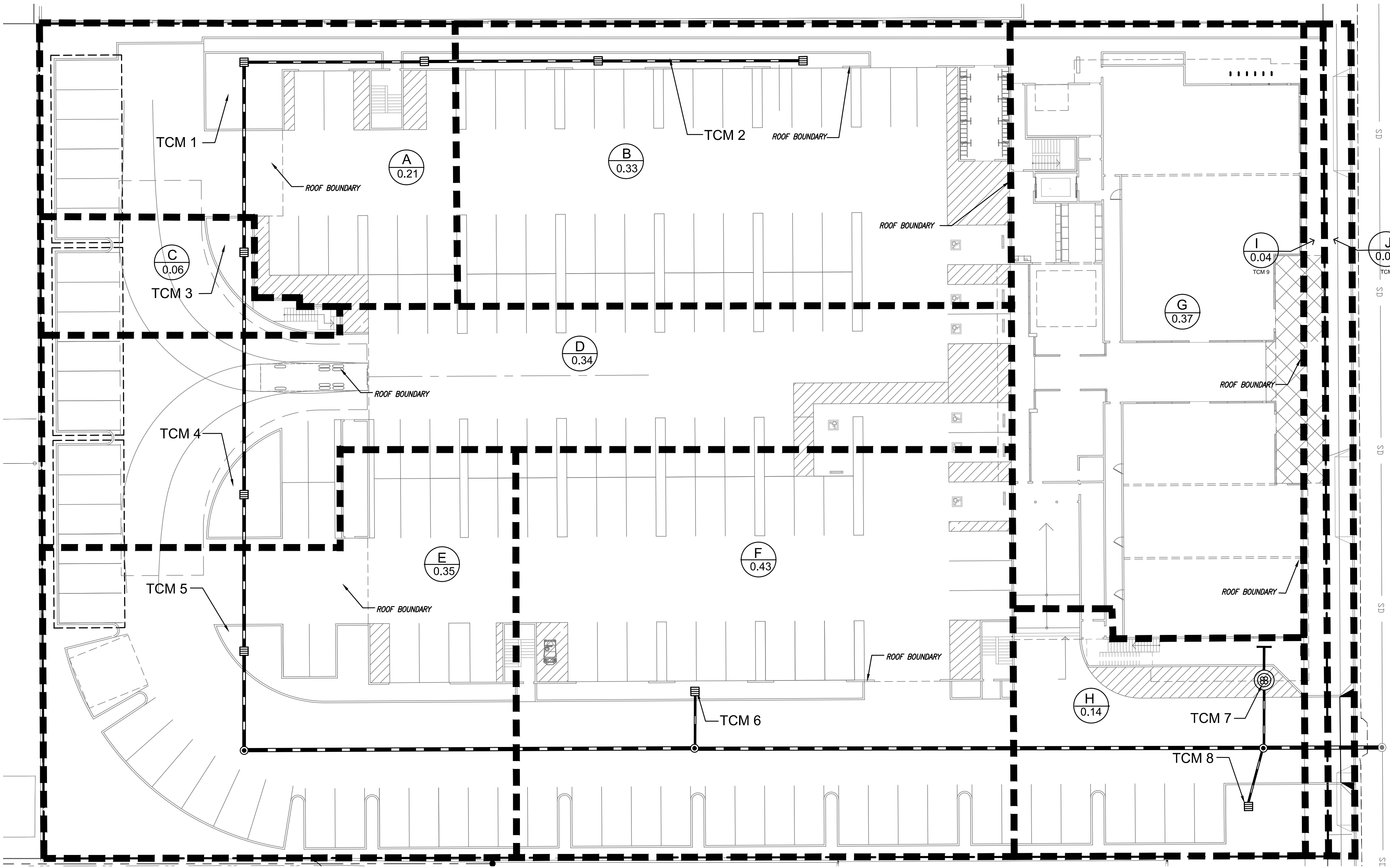
CIVIL ENGINEERING ~ SURVEYING ~ LAND PLANNING
1731 TECHNOLOGY, SUITE 880
SAN JOSE, CA 95110 (408) 286-4555

JOB NO. 5103

DATE 2018-03-28

UTILITY PLAN

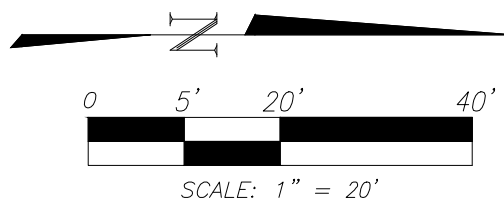
C-3.0



PERVIOUS AND IMPERVIOUS SURFACES COMPARISON TABLE			
		PROJECT PHASE NUMBER:	
		ONE (1)	
TOTAL SITE (SQUARE FOOT):	101,128	TOTAL AREA OF SITE DISTURBED (ACRES):	2.27
IMPERVIOUS SURFACES	EXISTING CONDITION OF SITE AREA DISTURBED (SQUARE FEET)	PROPOSED CONDITION OF SITE AREA DISTURBED (SQUARE FEET)	
		REPLACED	NEW
ROOF AREA(S)	25,150	5,450	48,142
PARKING	69,531	32,492	0
SIDEWALKS, PATIOS, PATHS, ETC	0	3,607	0
STREETS (PUBLIC)	0	0	0
STREETS (PRIVATE)	0	0	0
TOTAL IMPERVIOUS SURFACES:	94,681	37,942	48,142
PERVIOUS SURFACES			
LANDSCAPED AREAS	4,200	0	11,042
PERVIOUS PAVERS	0	0	0
OTHER PERVIOUS SURFACES (GREEN ROOF, ETC.)	0	0	0
TOTAL PERVIOUS SURFACES:	4,200	0	11,042
TOTAL PROPOSED REPLACED + NEW IMPERVIOUS SURFACES:			86,084
TOTAL PROPOSED REPLACED + NEW PERVIOUS SURFACES:			11,042

TREATMENT CONTROL MEASURE (TCM) SUMMARY TABLE											
ID AREA	TCM No.	Landscape (sf)	Parking & Sidewalk Area(sf)	Roof Area (sf)	Total Area (sf)	Total Area (acres)	Total Impervious Area (sf)	Treatment Type	Treatment Area Required (sf)	Treatment Area Provided (sf)	Depth of Ponding (in)
A	1	1,813	3,342	4,040	9,095	0.21	7,382	Bio-Retention	255	292	6
B	2	1,414	823	12,148	14,385	0.33	12,971	Bio-Retention	409	446	6
C	3	661	1948	0	2,609	0.06	1,948	Bio-Retention	72	125	6
D	4	1,024	4,962	8717	14,803	0.34	13,679	Bio-Retention	423	443	6
E	5	2,867	8,593	3,730	15190	0.35	12,323	Bio-Retention	425	480	6
F	6	1,776	6,690	10,297	18763	0.43	16,987	Bio-Retention	535	580	6
G	7	500	1031	14,660	16,191	0.37	15,691	Media Filtration	--	--	--
H	8	987	5103	0	6,090	0.14	5,103	Bio-Retention	172	190	6
I	9	40	--	--	1,808	0.04	--	Road Way Project	--	--	--
J	10	0	--	--	2,194	0.05	--	Road Way Project	--	--	--
Total Area		9,266	25,802	43,295	82,365	2	69,097		1,756	1976	

*New pavement not creating a travel lane and new sidewalk created on an existing street are exempt from C.3 requirements for public roadway projects per Tablr 2-2 of the Chapter 2.3 of thr C.3 Control Handbook (SCVURPPP, April 2012)



LEGEND

--- ROOF BOUNDARY
- - - - - TREATMENT AREA BOUNDARY

THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

JMH WEISS, INC.
CIVIL ENGINEERING ~ SURVEYING ~ LAND PLANNING
1731 TECHNOLOGY DRIVE, SUITE 880
SAN JOSE, CA 95110 (408) 286-4555

JOB NO. 5103
DATE 2018-03-28
PRELIMINARY STORMWATER
MANAGEMENT PLAN
C-4.0

CatchBasin StormFilter™

Important: These guidelines should be used as a part of your site stormwater plan.

Overview

The CatchBasin StormFilter™ (CSBF) consists of a multi-chamber steel, concrete, or plastic catch basin unit can contain up to four StormFilter cartridges. The steel CSBF is offered both as a standard and as a deep unit.

The CSBF is installed flush with the finished grade and is applicable for both constrained lot and wet/dry applications. It can also be fitted with an inlet pipe for roof leaders or similar applications.

The CSBF unit treats peak water quality design flows up to 0.13 cfs, coupled with an internal weir overflow capacity of 1.0 cfs for the standard unit, and 1.8 cfs for the deep steel and concrete units. Plastic units have an internal weir overflow capacity of 0.5 cfs.

Design Operation

The CSBF is installed as the primary receiver of runoff, similar to a standard, grouted catch basin. The steel and concrete CSBF units have an H-20 rated, traffic bearing lid that allows the filter to be installed in parking lots, and for all practical purposes, takes up no land area. Plastic units can be used in landscaped areas and for other non-traffic-bearing applications.

The CSBF consists of a sumped inlet chamber and a cartridge chamber. Stormwater enters the inlet chamber from either by sheet flow from a paved surface or from an inlet pipe discharging directly to the unit vault. The inlet chamber is equipped with an internal baffle, which traps debris and floating oil and grease, and an overflow weir. While in the inlet chamber, heavier solids are allowed to settle into the deep sump, while lighter solids and soluble pollutants are directed under the baffle and into the cartridge chamber through a port between the baffle and the overflow weir.

Once in the cartridge chamber, polluted water ponds and percolates horizontally through the media in the filter cartridges. Treated water collects in the cartridge's center tube from where it is directed by an under-drain manifold to the outlet pipe on the downstream side of the overflow weir and discharged.

When flows into the CSBF exceed the water quality design value, excess water spills over the overflow weir, bypassing the cartridge bay, and discharges to the outlet pipe.

Applications

The CSBF is particularly useful where small flows are being treated or for sites that are flat and have little available hydraulic head to spare. The unit is ideal for applications in which standard catch basins are to be used. Both water quality and catchment issues can be resolved with the use of the CSBF.

Retro-Fit

The retrofit market has many possible applications for the CSBF. The CSBF can be installed by replacing an existing catch basin without having to "close the grade," thus reducing the high cost of re-piping the storm system.

CatchBasin StormFilter™

Maintenance Guidelines

Maintenance procedures for typical catch basins can be applied to the CatchBasin StormFilter (CSBF). The filter cartridges contained in the CSBF are easily removed and replaced during maintenance activities according to the following guidelines.

1. Establish a safe working area as per typical catch basin service activity.
2. Remove steel grate and diamond plate cover (weight 100 lbs. each).
3. Turn cartridge(s) counter-clockwise to disconnect from pipe manifold.
4. Remove 4" center cap from cartridge and replace with lifting cap.
5. Remove cartridge(s) from catch basin by hand or with vector truck boom.
6. Remove accumulated sediment via vector truck (min. clearance 13" x 24").
7. Remove accumulated sediment from cartridge bay. (min. clearance 9.25" x 11").
8. Rinse interior of both bays and vector remaining water and sediment.
9. Install fresh cartridge(s) threading clockwise to pipe manifold.
10. Replace cover and grate.
11. Return original cartridges to Contech for cleaning.

Media may be removed from the filter cartridges using the vector truck before the cartridges are removed from the catch basin structure. Empty cartridges can be easily removed from the catch basin structure by hand. Empty cartridges should be reassembled and returned to Contech as appropriate.

Materials required include a lifting cap, vector truck and fresh filter cartridges. Contact Contech for specifications and availability of the lifting cap. The vector truck must be equipped with a hose capable of reaching areas of restricted clearance. The owner may refresh spent cartridges. Refreshed cartridges are also available from Contech on an exchange basis. Contact the maintenance department of Contech at 503-258-3157 for more information.

Maintenance is estimated at 26 minutes of site time. For units with more than one cartridge, add approximately 5 minutes for each additional cartridge. Add travel time as required.

Mosquito Abatement

In certain areas of the United States, mosquito abatement is desirable to reduce the incidence of vectors. In BMPs with standing water, which could provide mosquito breeding habitat, certain abatement measures can be taken.

1. Periodic observation of the standing water to determine if the facility is harboring mosquito larvae.
2. Regular catch basin maintenance.
3. Use of bacteria containing *Bacillus thuringiensis israelensis* (BTI). BTI is a bacterium toxic to mosquito and black fly larvae.

In some cases, the presence of petroleum hydrocarbons may interrupt the mosquito growth cycle.

Using Larvicides in the CatchBasin StormFilter

Larvicides should be used according to manufacturer's recommendations.

Two widely available products are Mosquito Dunk and Summit 8.1.1. Briquets. For more information, visit http://www.summitchemical.com/mosquito_dunk.html. The larvicide must be in contact with the permanent pool. The larvicide should also be fastened to the CatchBasin StormFilter by string or wire to prevent displacement by high flows. A magnet can be used with a steel catch basin.

For more information on mosquito abatement in stormwater BMPs, refer to the following: <http://www.ucmp.ucdavis.edu/publications/managingmosquitoestormwater8125.pdf>

StormFilter Maintenance Guidelines

Maintenance requirements and frequency are dependent on the pollutant load characteristics of each site, and may be required in the event of a chemical spill or due to excessive sediment loading.

Maintenance Procedures

Although there are other effective maintenance options, CONTECH recommends the following two step procedure:

1. Inspection: Determine the need for maintenance.
2. Maintenance: Cartridge replacement and sediment removal.

Inspection and Maintenance Activity Timing
At least one scheduled inspection activity shall take place per year with maintenance following as warranted.

First inspection should be done before the winter season. During which, the need for maintenance should be determined and, if disposal during maintenance will be required, samples of the accumulated sediments and media should be obtained. Record all observations. Digital pictures are valuable for historical documentation.

5. Be sure to record the level of sediment build-up on the floor of the unit, in the forebay, and on top of the cartridges. If flow is occurring, note the flow of water per drainage pipe. Record all observations. Digital pictures are valuable for historical documentation.

6. Close and fasten the access ports.
7. Remove safety equipment.

8. If appropriate, make notes about the local drainage area relative to ongoing construction, erosion problems, or high loading of other materials to the system.

9. Discuss conditions that suggest maintenance and make decision as to whether or not maintenance is needed.

Maintenance Decision Tree

The need for maintenance is typically based on results of the inspection. Use the following as a general guide. (Other factors, such as regulatory requirements, may need to be considered.)

1. Sediment loading on the vault floor: If >4" of accumulated sediment, then go to maintenance.
2. Sediment loading on top of the cartridges: If >1/4" of accumulation, then go to maintenance.
3. Submerged cartridges: If <4" of static water in the cartridge bay for more than 24 hrs after end of rain event, then go to maintenance.
4. Plugged media: If pore space between media granules is absent, then go to maintenance.
5. Bypass condition: If inspection is conducted during an average rain fall event and StormFilter remains in bypass condition (water over the internal outlet baffle wall or submerged cartridges), then go to maintenance.
6. Hazardous material release: If hazardous material release (automotive fluids or other) is reported, then go to maintenance.
7. Pronounced scum line: If pronounced scum line (lay ≥ 1/4" thick) is present above top cap, then go to maintenance.
8. Calendar Lifecycle: If system has not been maintained for 3 years, then go to maintenance.

Assumptions:
No rainfall for 24 hours or more.
No upstream detention (at least no draining into StormFilter).
Structure is online. Outlet pipe is clear of obstruction. Construction pipes are plugged.

Depending on the configuration of the particular system, workers will be required to enter the vault to perform the maintenance.

Important: Inspection should be performed by a person who is familiar with the StormFilter treatment unit.

1. If applicable, set up safety equipment to protect and notify surrounding vehicle and pedestrian traffic.

2. Visually inspect the external condition of the unit and take notes concerning defects/problems.

3. Open the access ports to the vault and allow the system vent.

4. Without entering the vault, visually inspect the inside of the unit, and note accumulations of liquids and solids.

5. Be sure to record the level of sediment build-up on the floor of the unit, in the forebay, and on top of the cartridges. If flow is occurring, note the flow of water per drainage pipe. Record all observations. Digital pictures are valuable for historical documentation.

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Depending on the configuration of the particular system, workers will be required to enter the vault to perform the maintenance.

Important: Cartridges containing leaf media (CSF) do not require unclogging from their connectors. Do not damage the manifold connectors. They should remain installed in the manifold and can be capped during the maintenance activity to prevent sediments from entering the under drain manifold.

- B. Remove the used cartridges (up to 250 lbs.) from the vault.

Important: Avoid damaging the cartridges during removal and installation.

- C. Set the used cartridge aside or load onto the hauling truck.

D. Continue steps A through E until all cartridges have been removed.

Material Disposal
The accumulated sediment must be handled and disposed of in accordance with regulatory protocols. It is possible for sediment to contain measurable concentrations of heavy metals and organic chemicals. Areas with the greatest potential for high pollutant loading include industrial areas and heavily traveled roads. Sediment and water must be disposed of in accordance with applicable waste disposal regulations. Coordinate disposal of solids and liquids as part of your maintenance procedure. Contact the local public works department to inquire how they dispose of their street waste residuals.

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Important: Cartridges containing leaf media (CSF) do not require unclogging from their connectors. Do not damage the manifold connectors. They should remain installed in the manifold and can be capped during the maintenance activity to prevent sediments from entering the under drain manifold.

- B. Remove the used cartridges (up to 250 lbs.) from the vault.

Important: Avoid damaging the cartridges during removal and installation.

- C. Set the used cartridge aside or load onto the hauling truck.

D. Continue steps A through E until all cartridges have been removed.

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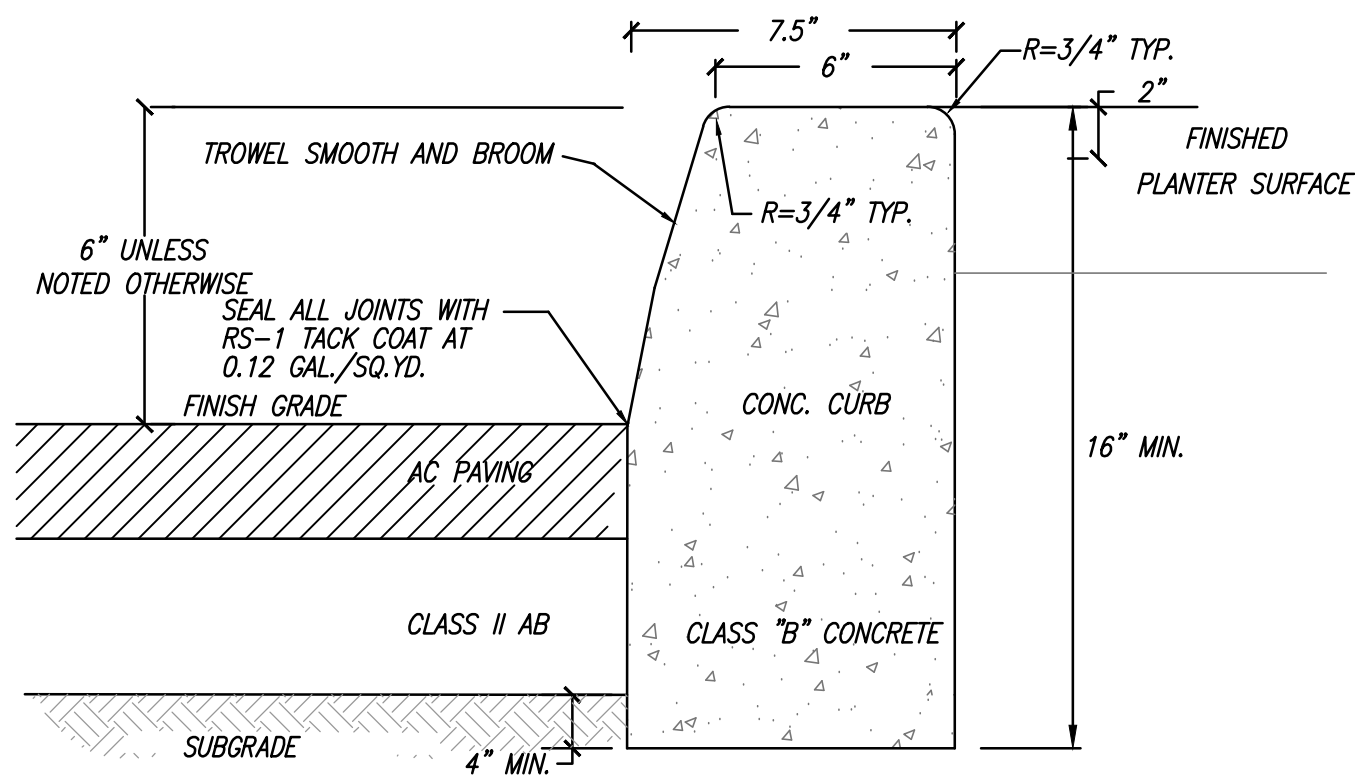
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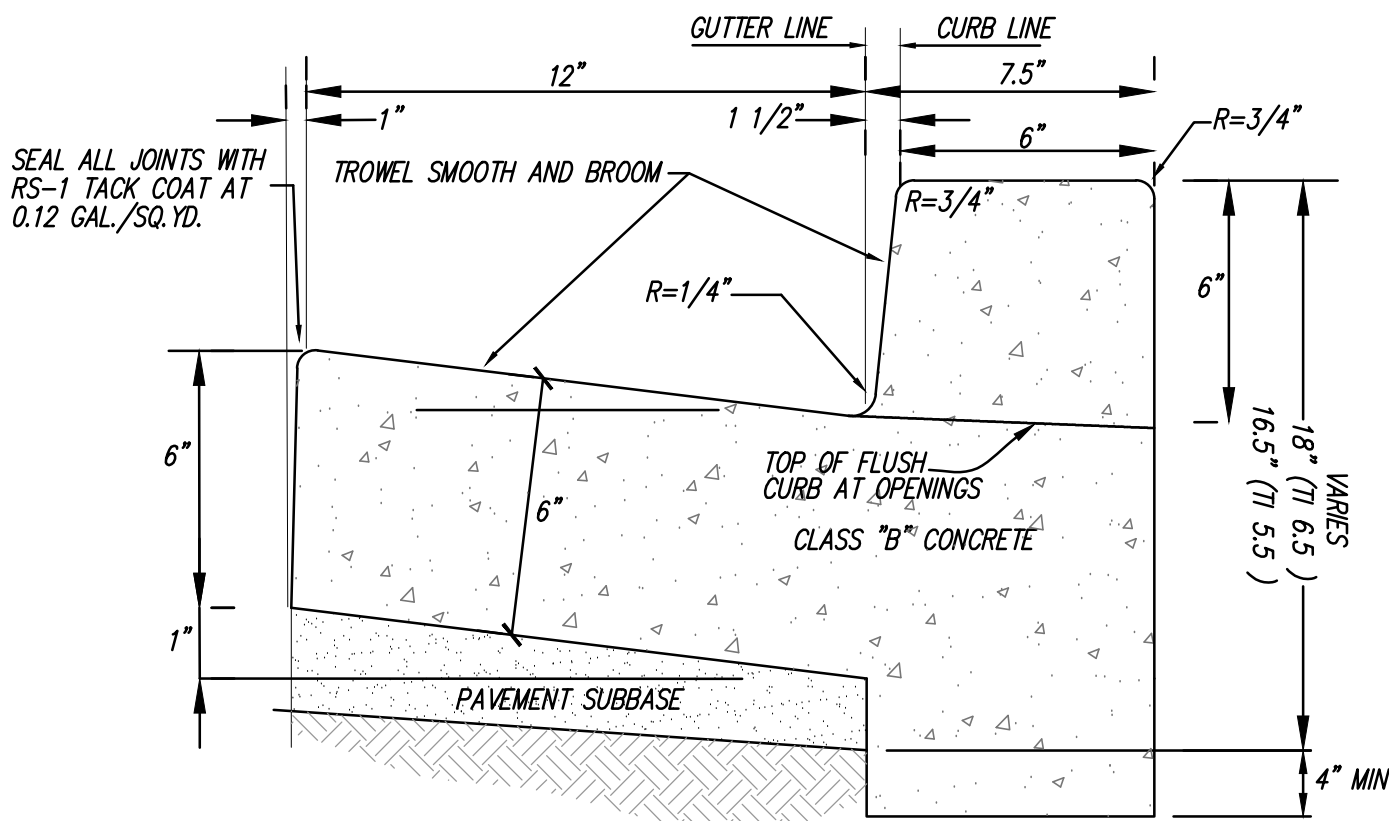
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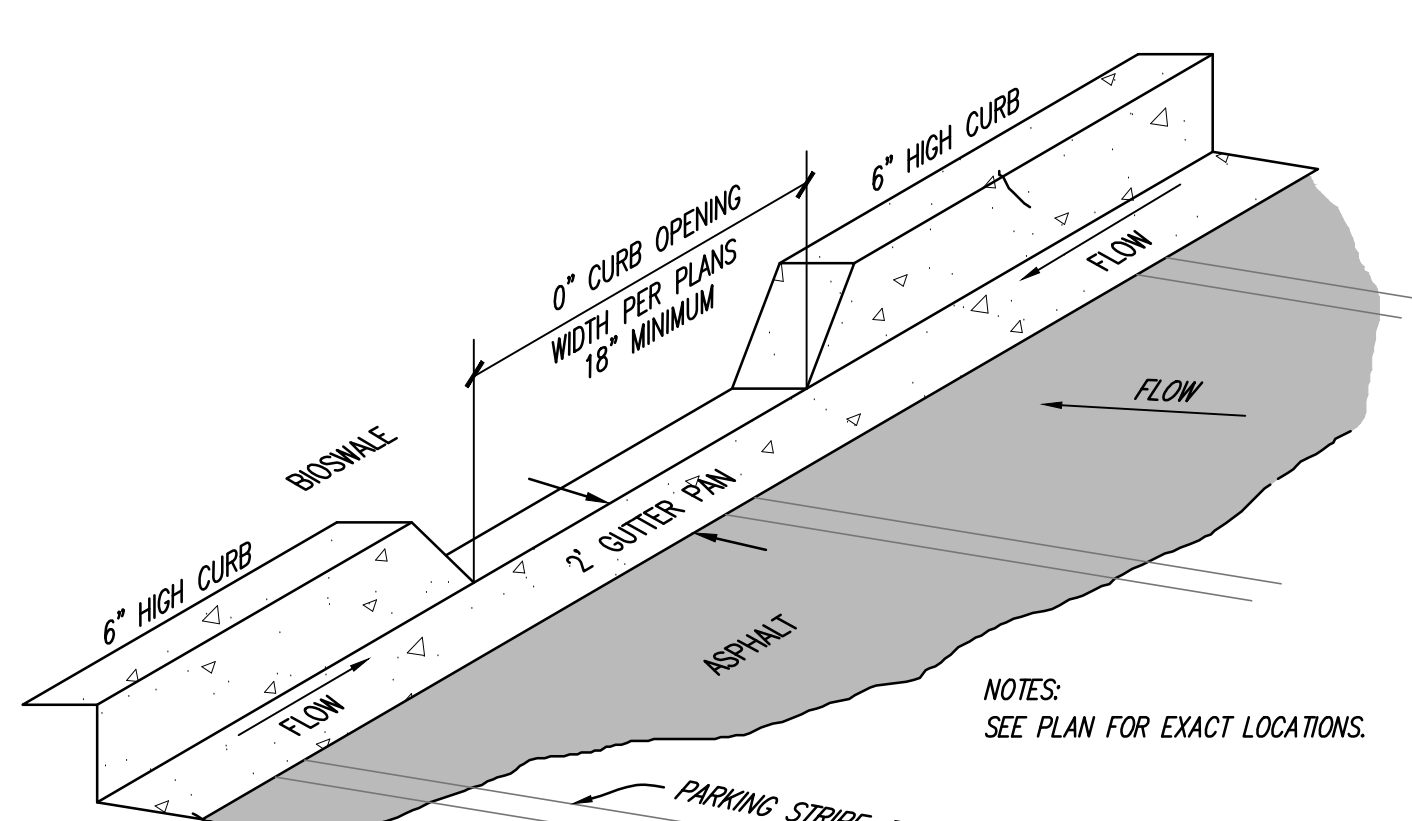


① CONCRETE VERTICAL CURB TYP.
SCALE: N.T.S.

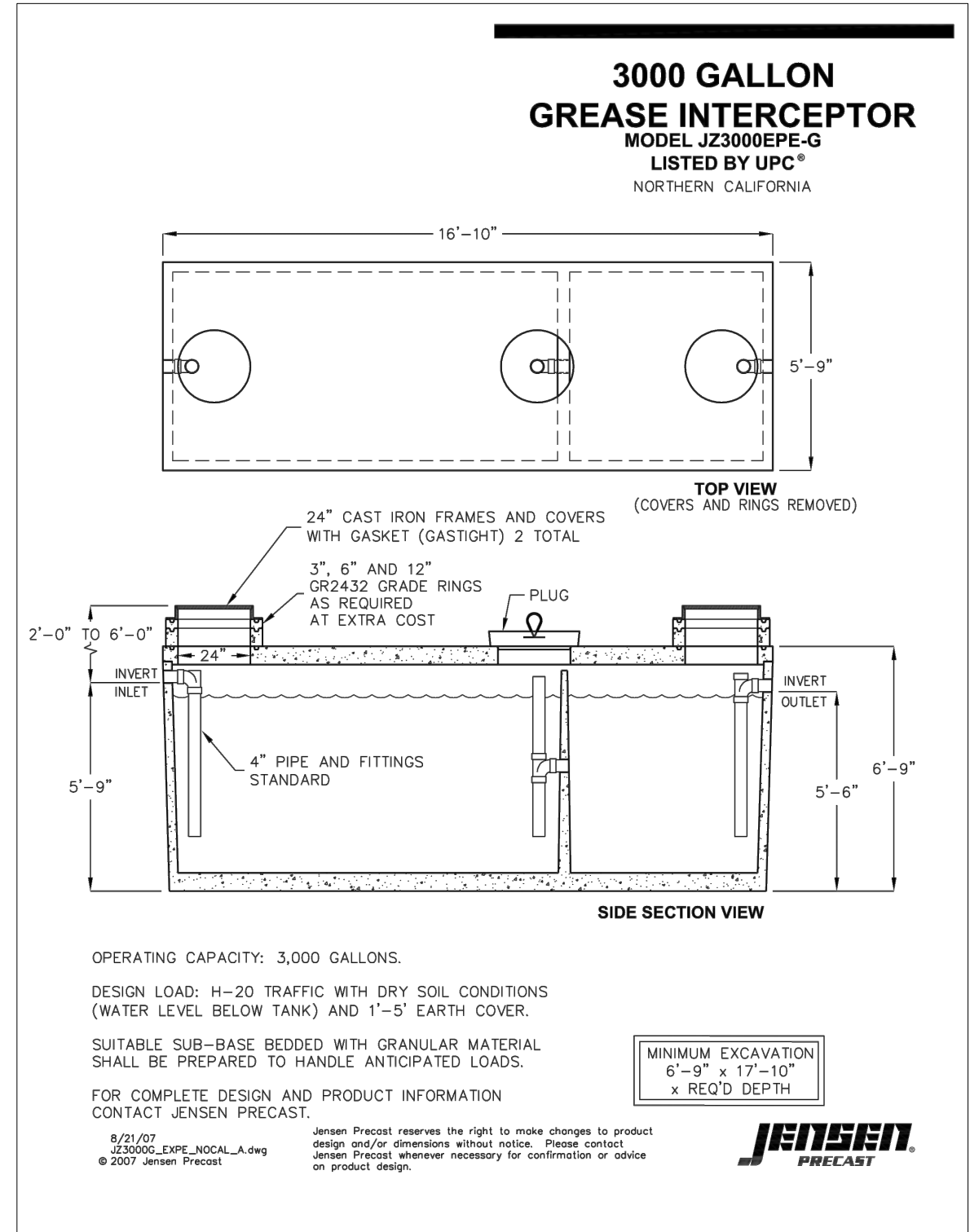
NOTE:
SEE GEOTECHNICAL REPORT PAVING SECTIONS



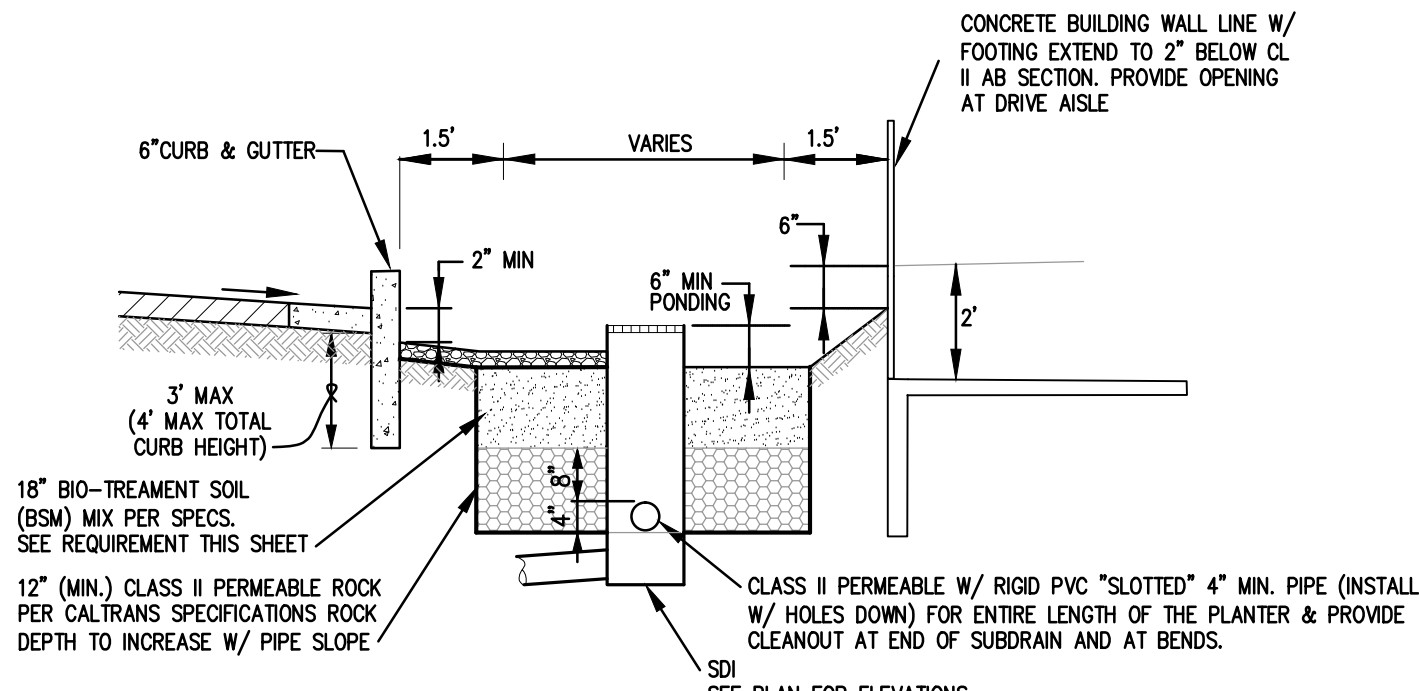
② P.C.C. CURB AND GUTTER TYP.
SCALE: N.T.S.



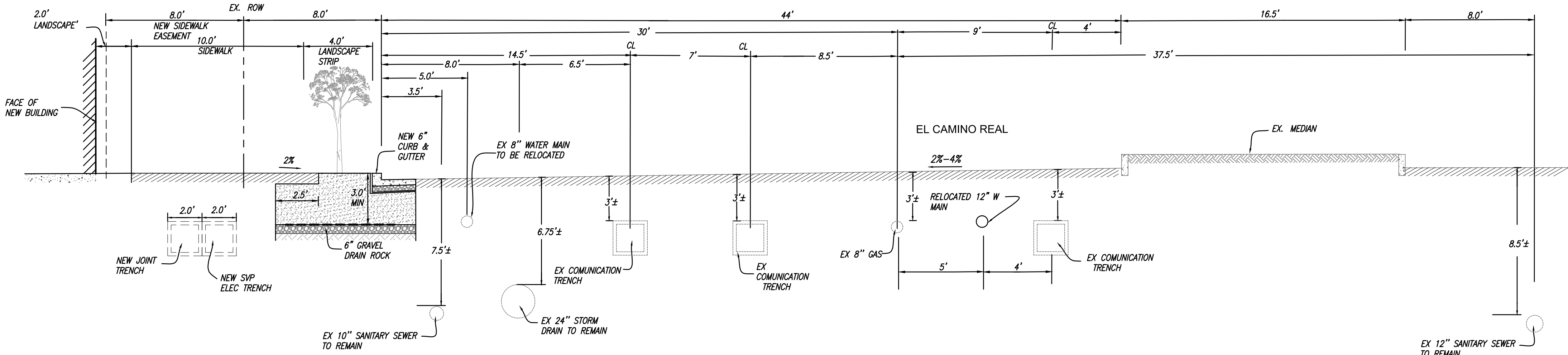
③ 0-INCH CURB OPENING
SCALE: N.T.S.



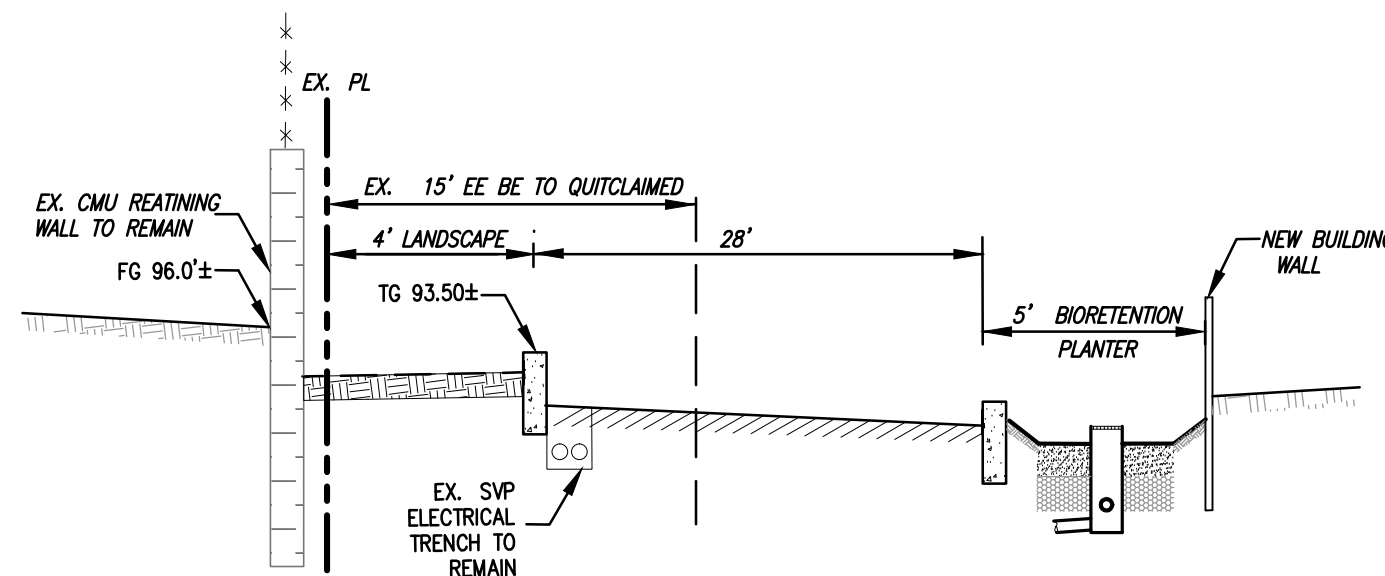
④ 3000 GALLON CREASE INTERCEPTOR
SCALE: N.T.S.



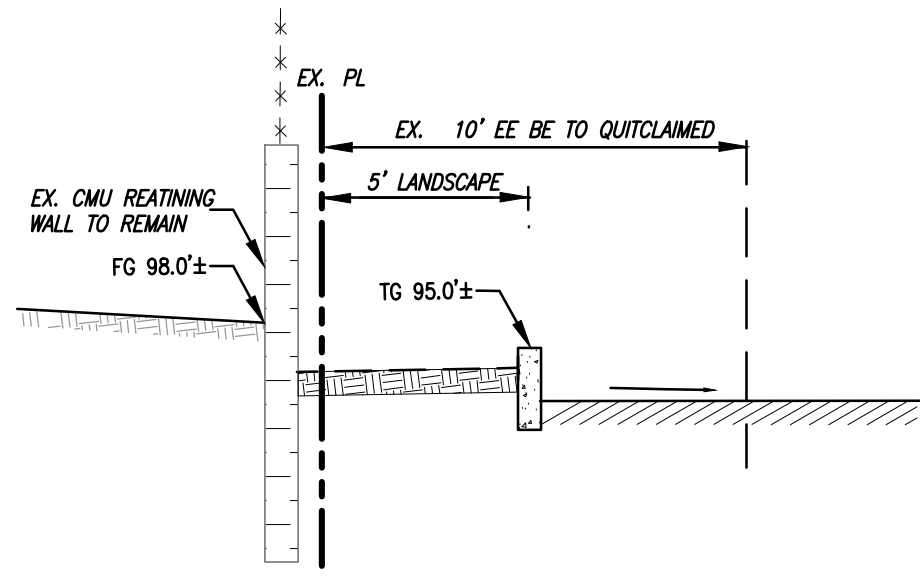
⑤ TYPICAL BIORETENTION SECTION
SCALE: NOT TO SCALE



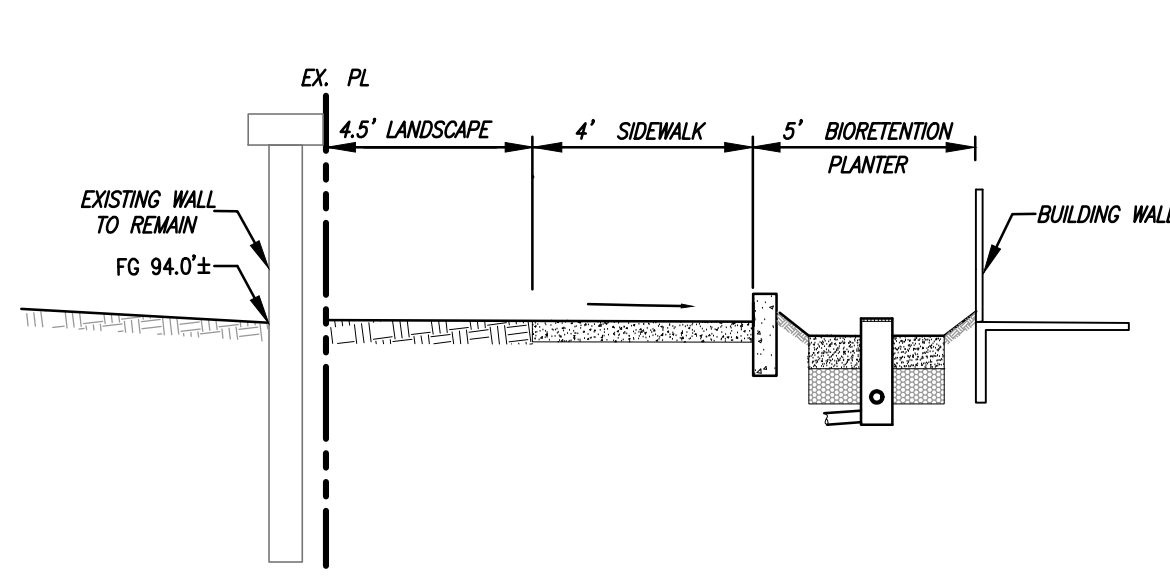
A SECTION AT EL CAMINO REAL
SCALE: 1"=4'



B SECTION AT EAST PROPERTY LINE
SCALE: NOT TO SCALE



C SECTION AT SOUTH PROPERTY LINE
SCALE: NOT TO SCALE



D SECTION AT WEST PROPERTY LINE
SCALE: NOT TO SCALE

- BIORETENTION & FLOW-THROUGH PLANTER NOTES:**
- SEE GRADING PLAN FOR BASIN FOOTPRINT AND DESIGN ELEVATIONS.
 - PLACE 3 INCHES OF COMPOSTED, NON-FLOATABLE MULCH IN AREAS BETWEEN STORMWATER PLANTINGS.
 - SEE LANDSCAPE PLAN FOR MULCH, PLANT MATERIALS AND IRRIGATION REQUIREMENTS
 - CURB CUTS SHALL BE A MINIMUM 18" WIDE AND SPACED AT 10' O.C. INTERVALS AND SLOPED TO DIRECT STORMWATER TO DRAIN INTO THE BASIN. CURB CUTS SHALL ALSO NOT BE PLACED IN LINE WITH OVERFLOW CATCH BASIN. SEE GRADING PLAN FOR MORE DETAIL ON LOCATIONS OF CURB CUTS.
 - A MINIMUM 0.2' DROP BETWEEN STORM WATER ENTRY POINT (I.E. CURB OPENING, FLUSH CURB, ETC.) AND ADJACENT LANDSCAPE FINISHED GRADE.
 - DO NOT COMPACT NATIVE SOIL / SUBGRADE AT BOTTOM OF BASIN. LOOSEN SOIL TO 12" DEPTH.

- BIOTREATMENT SOIL REQUIREMENTS**
- BIORETENTION SOIL MIX SHALL MEET THE REQUIREMENTS AS OUTLINED IN APPENDIX C OF THE C.3 STORM WATER HANDBOOK AND SHALL BE A MIXTURE OF FINE SAND AND COMPOST MEASURED ON A VOLUME BASIS OF 60-70% SAND AND 30-40% COMPOST. CONTRACTOR TO REFER TO APPENDIX C FOR SAND AND COMPOST MATERIAL SPECIFICATIONS. CONTRACTOR MAY OBTAIN A COPY OF THE C3 HANDBOOK AT: [HTTP://WWW.SANJOECA.GOV/INDEX.ASPX?NID=1761](http://www.sanjoeca.gov/index.aspx?nid=1761)
 - PRIOR TO ORDERING THE BIOTREATMENT SOIL MIX OR DELIVERY TO THE PROJECT SITE, CONTRACTOR SHALL PROVIDE A BIOTREATMENT SOIL MIX SPECIFICATION CHECKLIST, COMPLETED BY THE SOIL MIX SUPPLIER AND CERTIFIED TESTING LAB.

THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

JMH WEISS, INC.
CIVIL ENGINEERING ~ SURVEYING ~ LAND PLANNING
1731 TECHNOLOGY DRIVE, SUITE 880
SAN JOSE, CA 95110 (408) 286-4555

JOB NO. 5103
DATE 2018-03-28

SECTIONS & DETAILS

C-5.0



THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

SITE AERIAL VIEW

SCALE: 1" = 30'-0"

0 30 60 120

JOB NO.1148.004

DATE 3-28-18



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925-251-7200

A-1



THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

COLOR SITE PLAN

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

0 16 32 64

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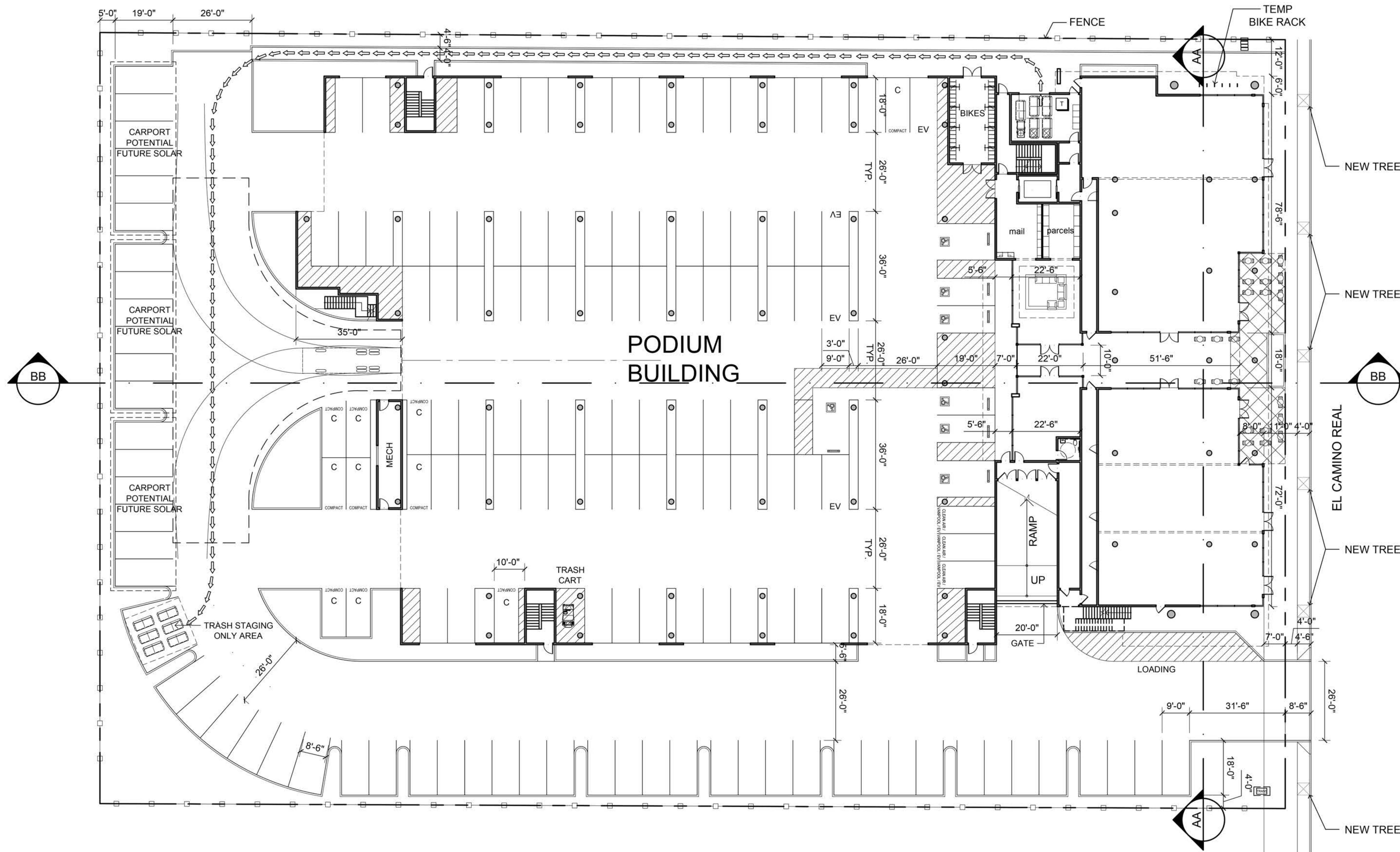
DATE 3-28-18



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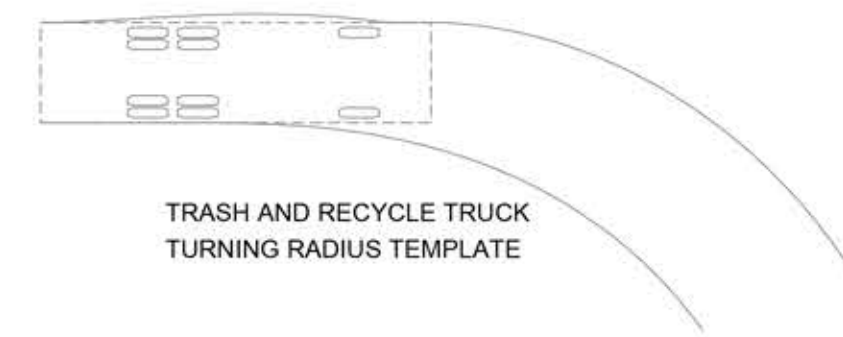
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A-2



SITE PLAN LEGEND

➡ PATH OF TRAVEL FROM TRASH ROOM TO TRASH PICK UP STAGING AREA



NOTE ON TRASH AND RECYCLE COLLECTION

TRASH AND RECYCLE FOR PODIUM BUILDING:
FRONT LOAD DUMPSTER BINS ARE STORED IN THE ON-GRADE TRASH ROOM OF THE BUILDING.
DUMPSTERS ARE TRANSPORTED FROM THE TRASH ROOM **T** TO THE LOADING PAD BY THE WASTE MANAGEMENT COMPANY ON TRASH DAY. THE TRASH ROOM **T** WILL BE LOCKED DURING NON-TRASH PICK-UP DAYS.

THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

SITE PLAN

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



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DATE 3-28-18

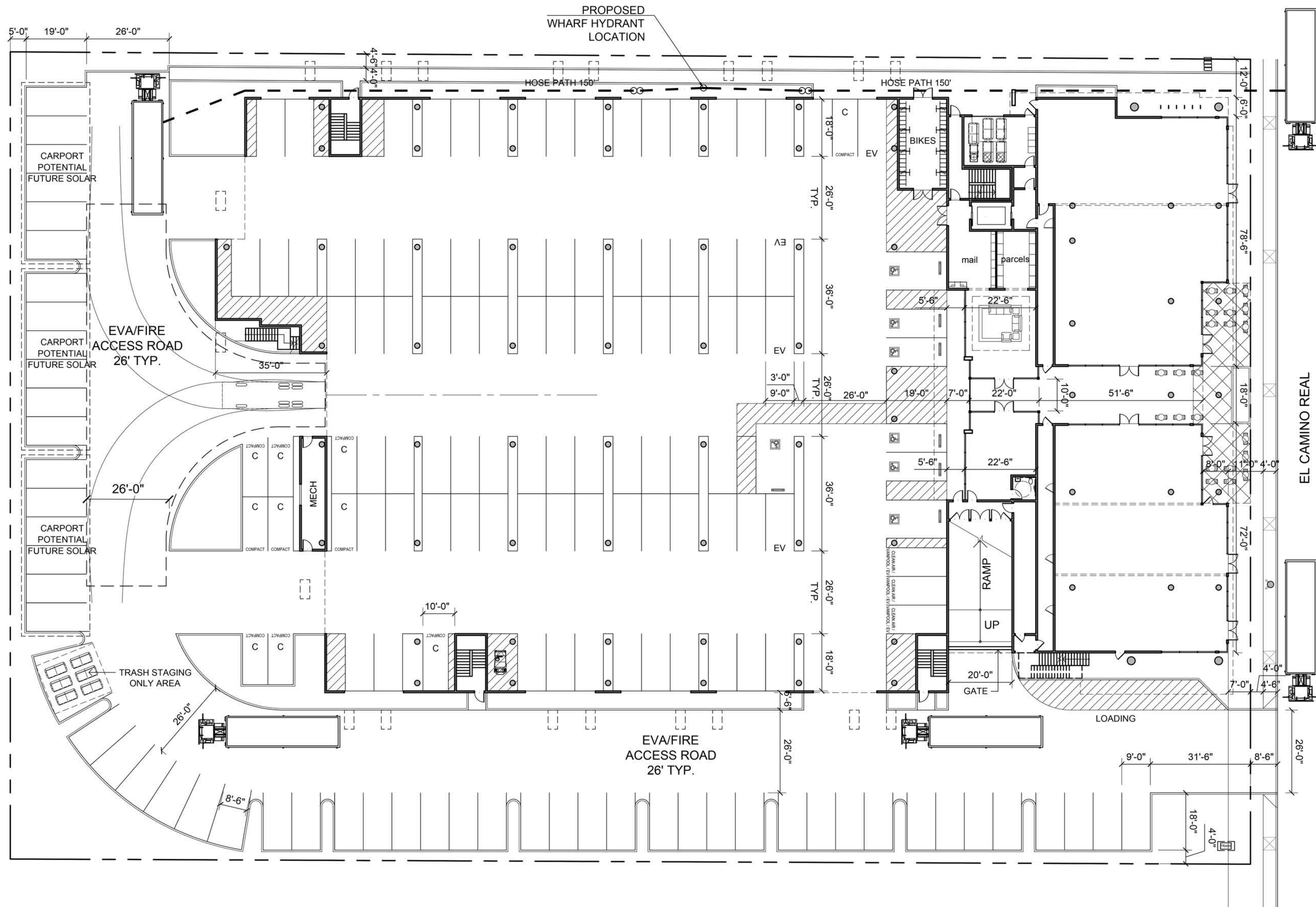
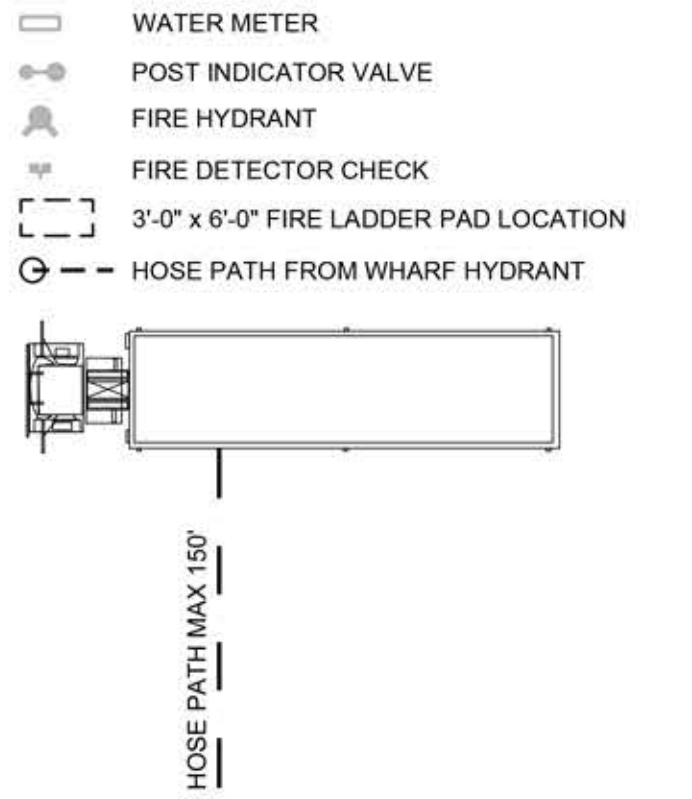


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A-3

FIRE ACCESS LEGEND



THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

FIRE DEPARTMENT ACCESS

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



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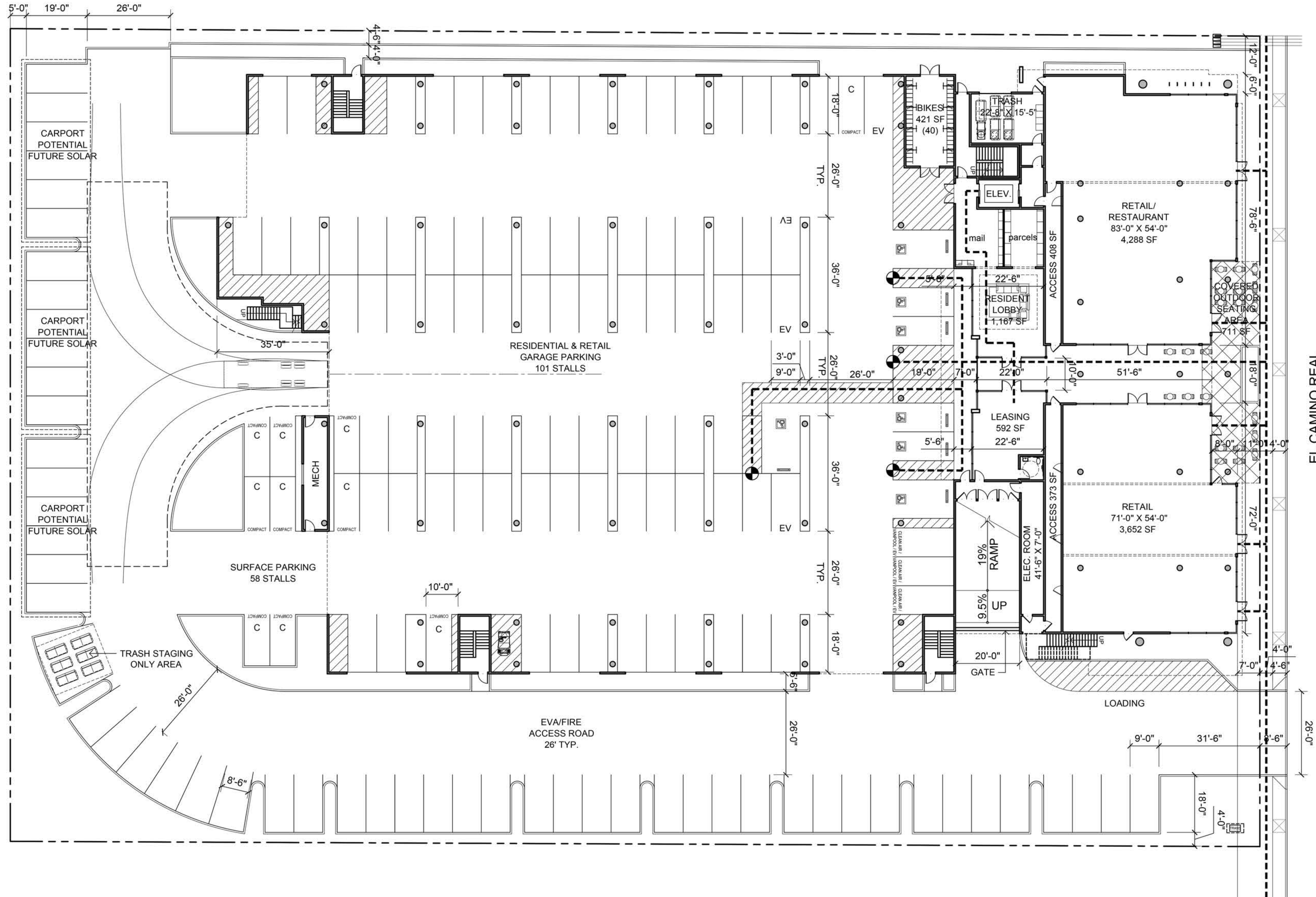


A-4

DAHLIN

SITE PLAN LEGEND

ACCESSIBLE PATH OF EGRESS: PROVIDE 48" WIDE ACCESSIBLE PATH OF TRAVEL F
 ACCESSIBLE PARKING PLACE TO ACCESS
 ENTRIES PER CBC. 11148.1.2 & 11338.7.1.
 5% MAX. CROSS SLOPE 2% MAX.



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



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DATE 3-28-18

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THE DECK

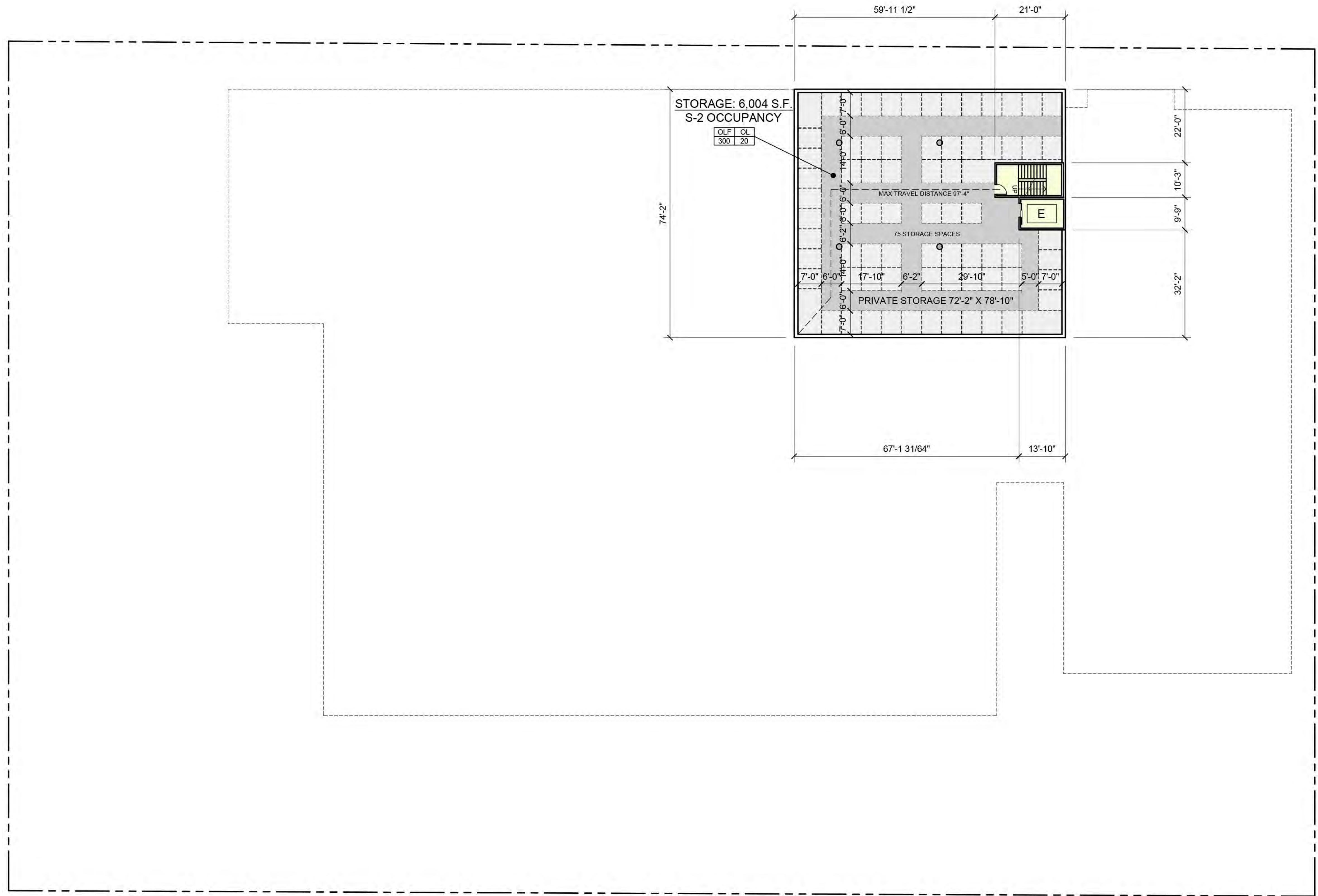
3402 EL CAMINO REAL, SANTA CLARA, CA

SITE ACCESSIBILITY PLAN

DAHLIN

BASEMENT PLAN LEGEND

LOCKABLE STORAGE AREA LOCATION
EACH BOX REPRESENTS 40 SF OF AREA MIN. X
8 FEET HIGH FOR A TOTAL VOLUME OF 320 CF

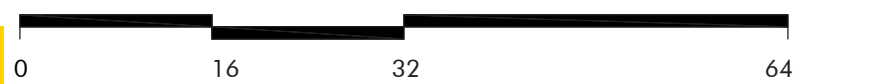


THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

BASEMENT LEVEL PLAN

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



JOB NO.1148.004

DATE 3-28-18



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THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

GROUND LEVEL PLAN

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

JOB NO.1148.004

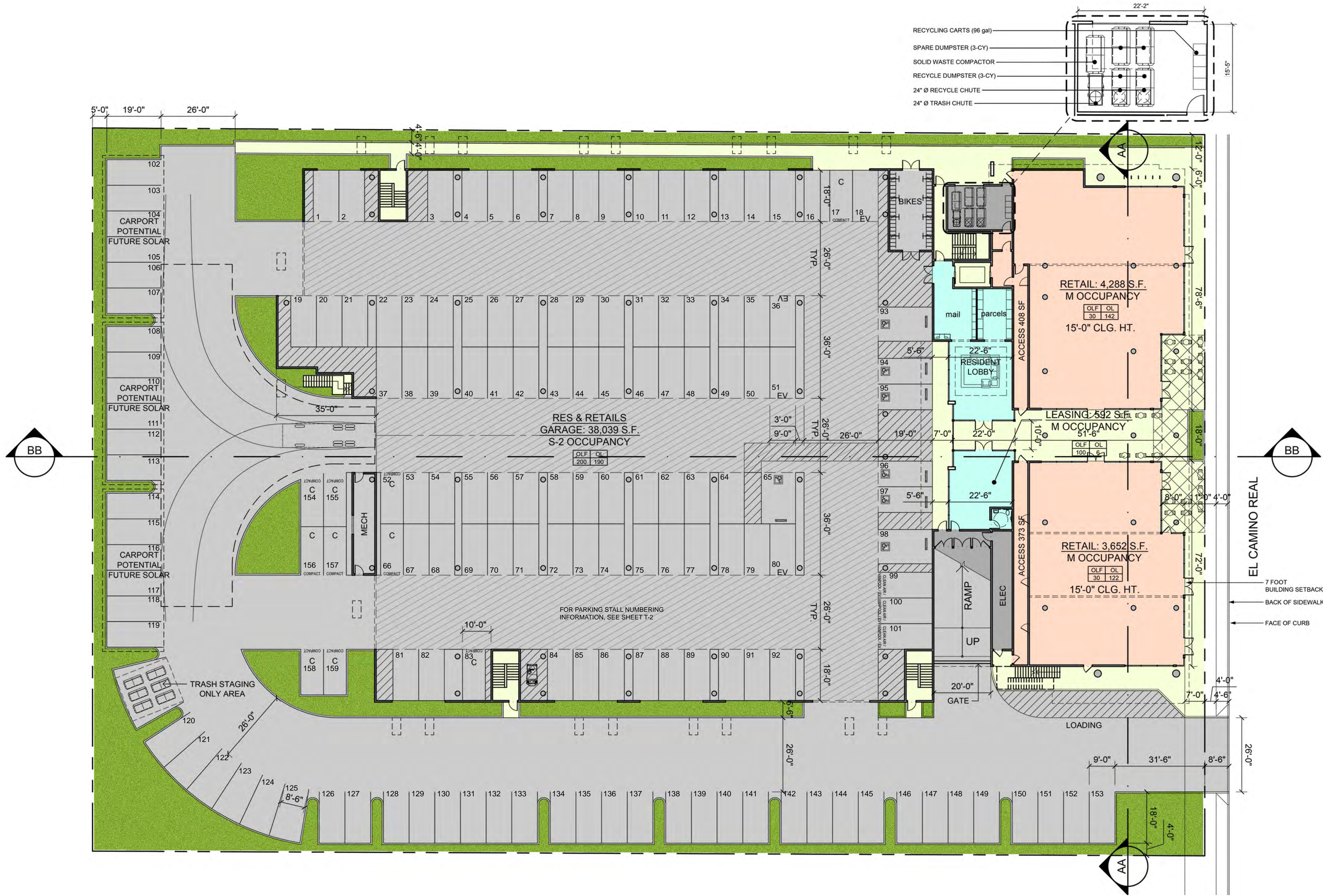
DATE 3-28-18

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925-251-7200



A-7



BLDG. EXIT ANALYSIS LEGEND

37	UNIT OCCUPANCY EXITING LOAD
OLF OL 15 25	OCCUPANT LOAD FACTOR PER TABLE 1004.1.1. OCCUPANT LOAD FOR THIS SPACE.
MD 1/3 228' 76'	MAXIMUM DIAGONAL DIMENSION OF BUILDING AREA PER CBC SECTION 1015.2.1. 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2.
1/3 DE 76' 123'	1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2. DISTANCE BETWEEN EXITS PROVIDED.

BUILDING PLAN LEGEND

	8'-2" MINIMUM VERTICAL CLEARANCE AT HATCHED AREA
	OUTDOOR SEATING AREA
C	COMPACT PARKING STALL
	F.D. LADDER PAD FOR EMERGENCY ACCESS

TRASH CALCULATIONS

RESIDENTIAL UNITS on PODIUM:		
TOTAL UNITS	66 UNITS	
PROJECTED WASTE VOLUME PER 10 UNITS	3 CYD TRASH	
PROJECTED RECYCLE VOLUME PER 10 UNITS	2 - 96g CARTS	
TOTAL UNITS / 10 UNITS BIN RUBBISH	7 BINS	
TOTAL UNITS / 10 UNITS/2 CARTS RECYCLE	14 - 96g CARTS	
COMPACTOR COMPACTION RATIO RUBBISH	3:1	
CONTAINERS REQUIRED for RESIDENTIAL UNITS:		
RUBBISH: 7 BINS / 3	2.34 3 CY BINS	
RECYCLE:	14 - 96g CARTS	
	= 6.65 CY	
RETAIL below PODIUM:		
TOTAL SQUARE FOOTAGE	9,900 SF	
PROJECTED RUBBISH+RECYCLE VOLUME PER S.F.	0.0003 CYD/SF	
AREA X VOLUME/SF = 9,900 X 0.0003	2.97 CYD	
VOLUME / 3 SERVICE DAYS = 2.97 / 3	0.99 CYD/Day	
CONTAINERS REQUIRED:		
RUBBISH: 0.99 CY/Day / CONTAINER SIZE (3 CY)	0.33 BINS	
RECYCLE: 0.99 CY/Day / CONTAINER SIZE (3 CY)	0.33 BINS	
TOTAL CONTAINERS REQUIRED:		
RUBBISH:		
RESIDENTIAL 2.34 (3 CY BINS) + RETAIL 0.33 (3 CY BIN) = 2.67 BINS		
RECYCLE:		
RESIDENTIAL 6.65 CY + RETAIL 0.99 CY = 7.64 CY		
	= 2.54 BINS	
	= 2 BIN (3 CY) +	
	2 - 96g CART	
TOTAL CONTAINERS PROVIDED:		
RUBBISH (COMPACTED 3:1)	3 - 3CY BINS	
RECYCLE	2 - 3CY BIN	
OTHER RECYCLE	2 - 96g CARTS	

BLDG. EXIT ANALYSIS LEGEND

- UNIT OCCUPANCY EXITING LOAD
- OLFF OL
15 25
- OCCUPANT LOAD FACTOR PER TABLE 1004.1.1.
OCCUPANT LOAD FOR THIS SPACE.
- MD 1/3
228' 76'
- MAXIMUM DIAGONAL DIMENSION OF BUILDING
AREA PER CBC SECTION 1015.2.1.
1/3 OF THE MAXIMUM DIAGONAL DIMENSION
PER CBC SEC. 1015.2.1. EXCEPTION 2.
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PER CBC SEC. 1015.2.1. EXCEPTION 2.
DISTANCE BETWEEN EXITS PROVIDED.

BUILDING PLAN LEGEND

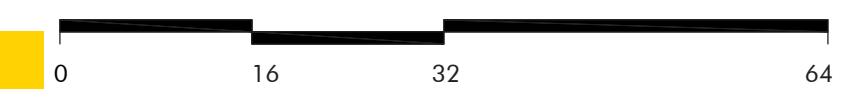
- # UNIT ADDRESS - SEE UNIT FLOOR PLANS

FIRE ACCESS LEGEND

- WATER METER
- POST INDICATOR VALVE
- FIRE HYDRANT
- FIRE DETECTOR CHECK
- 3'-0" x 6'-0" FIRE LADDER PAD LOCATION



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



JOB NO.1148.004

DATE 3-28-18



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925-251-7200

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BLDG. EXIT ANALYSIS LEGEND

37	UNIT OCCUPANCY EXITING LOAD
OLF OL 15 25	OCCUPANT LOAD FACTOR PER TABLE 1004.1.1. OCCUPANT LOAD FOR THIS SPACE.
MD 1/3 228' 76'	MAXIMUM DIAGONAL DIMENSION OF BUILDING AREA PER CBC SECTION 1015.2.1. 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2.
1/3 DE 76' 123'	1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2. DISTANCE BETWEEN EXITS PROVIDED.

BUILDING PLAN LEGEND

#	UNIT ADDRESS - SEE UNIT FLOOR PLANS
---	-------------------------------------



THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

3RD LEVEL PLAN

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



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DATE 3-28-18



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37 UNIT OCCUPANCY EXITING LOAD

Diagram illustrating the calculation of Unit Occupancy Exiting Load:

- Occupant Load Factor (OLF) per Table 1004.1: 15
- Occupant Load (OL) for this space: 25
- Maximum Diagonal Dimension of Building Area per CBC Section 1015.2.1: 228
- 1/3 of the Maximum Diagonal Dimension per CBC Sec. 1015.2.1, Exception 2: 76
- 1/3 of the Maximum Diagonal Dimension per CBC Sec. 1015.2.1, Exception 2: 76
- Distance Between Exits Provided: 76

#	UNIT ADDRESS - SEE UNIT FLOOR PLANS
---	-------------------------------------

3402 EL CAMINO REAL, SANTA CLARA, CA

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

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DATE 3-28-18

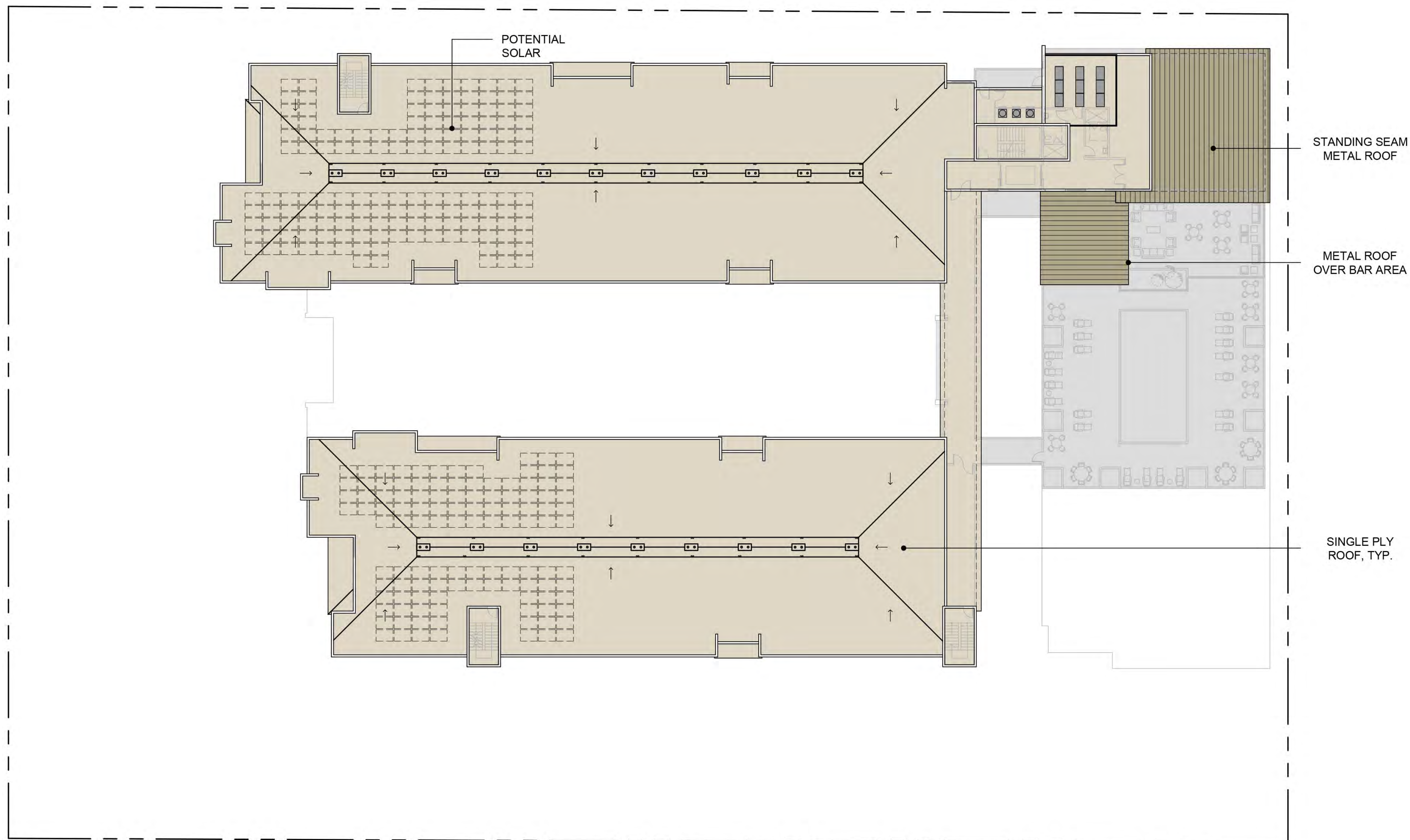
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A-10

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ROOF PLAN LEGEND

□ ROOF TOP MECHANICAL UNIT



THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

ROOF PLAN

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

0 16 32 64

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DATE 3-28-18



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THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

UNIT PLANS

SCALE: 1/8"=1'-0"



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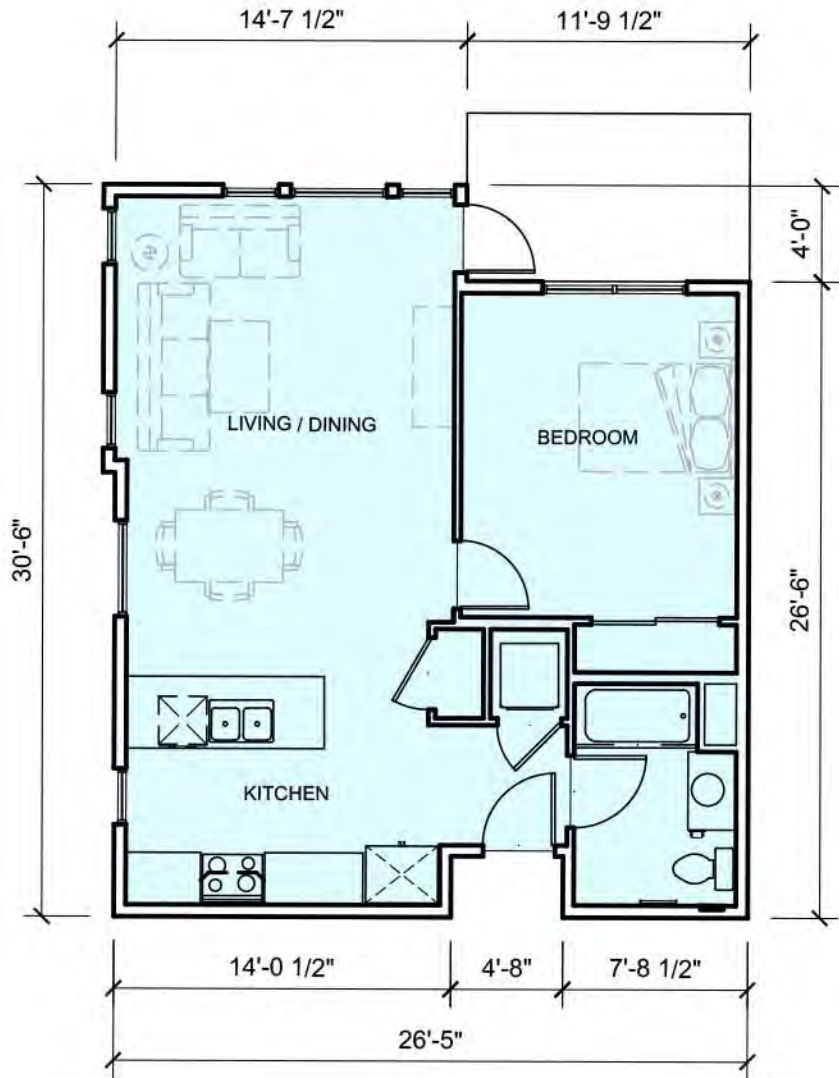
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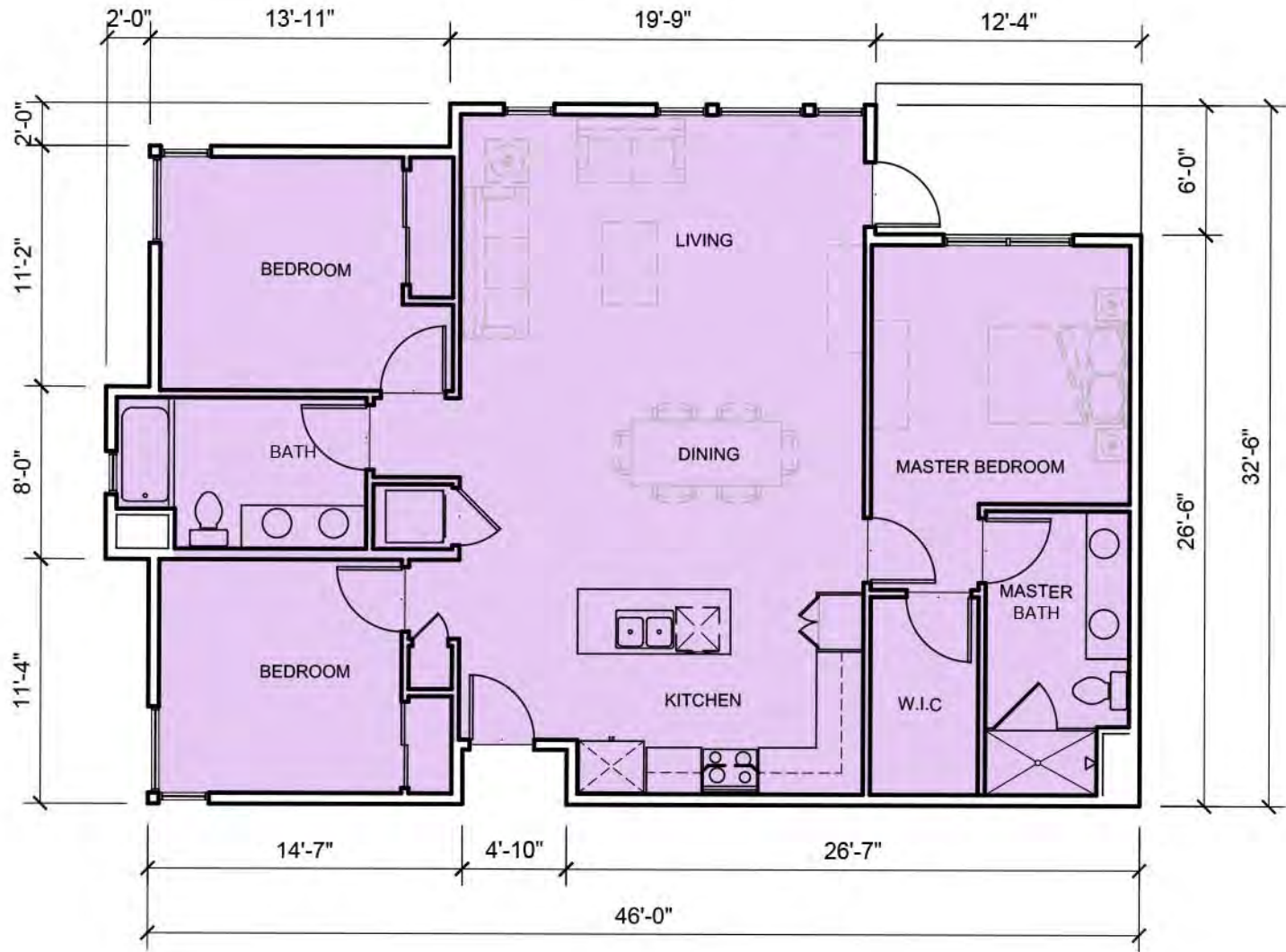
A-12



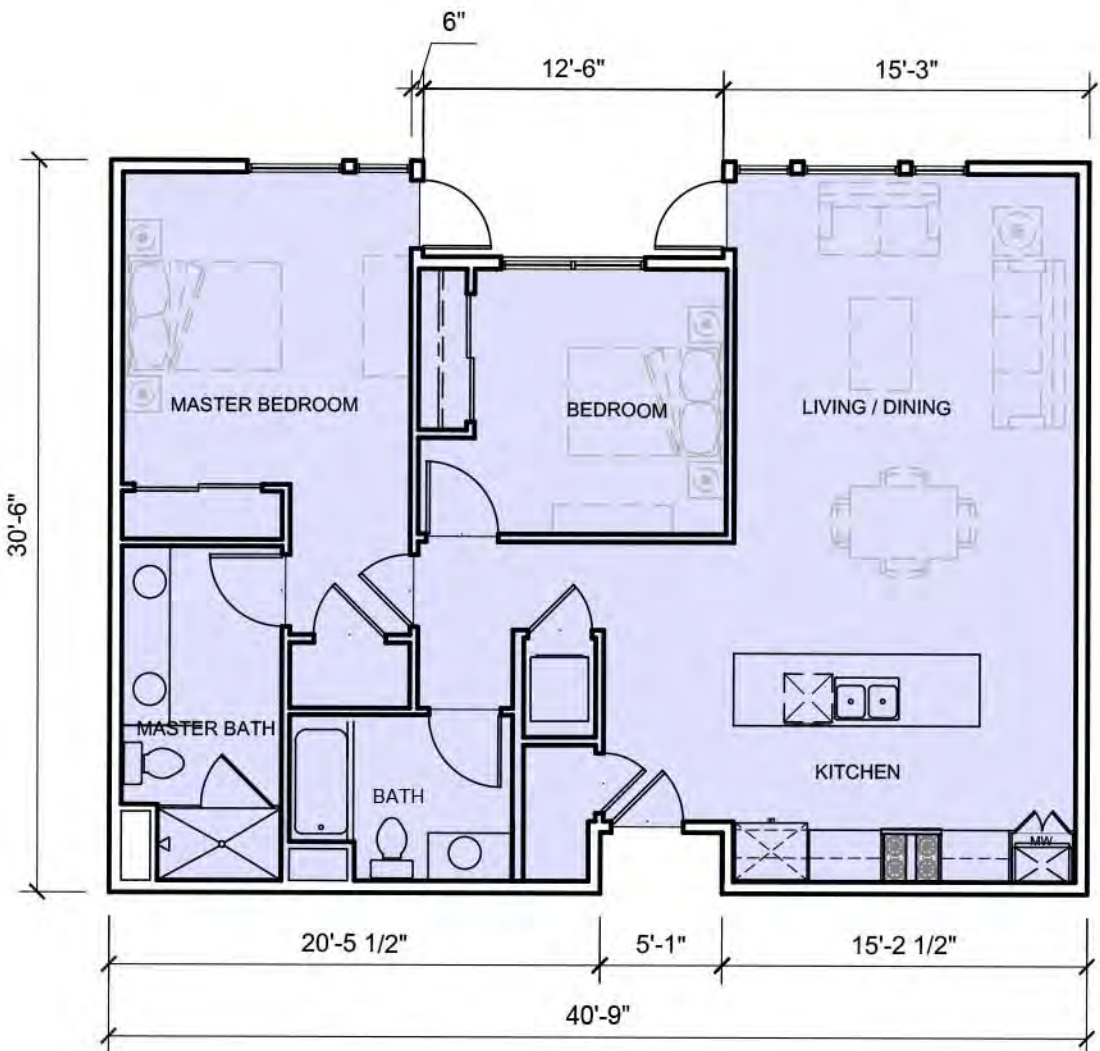
2-B
2 Bedrooms
1,102 SF



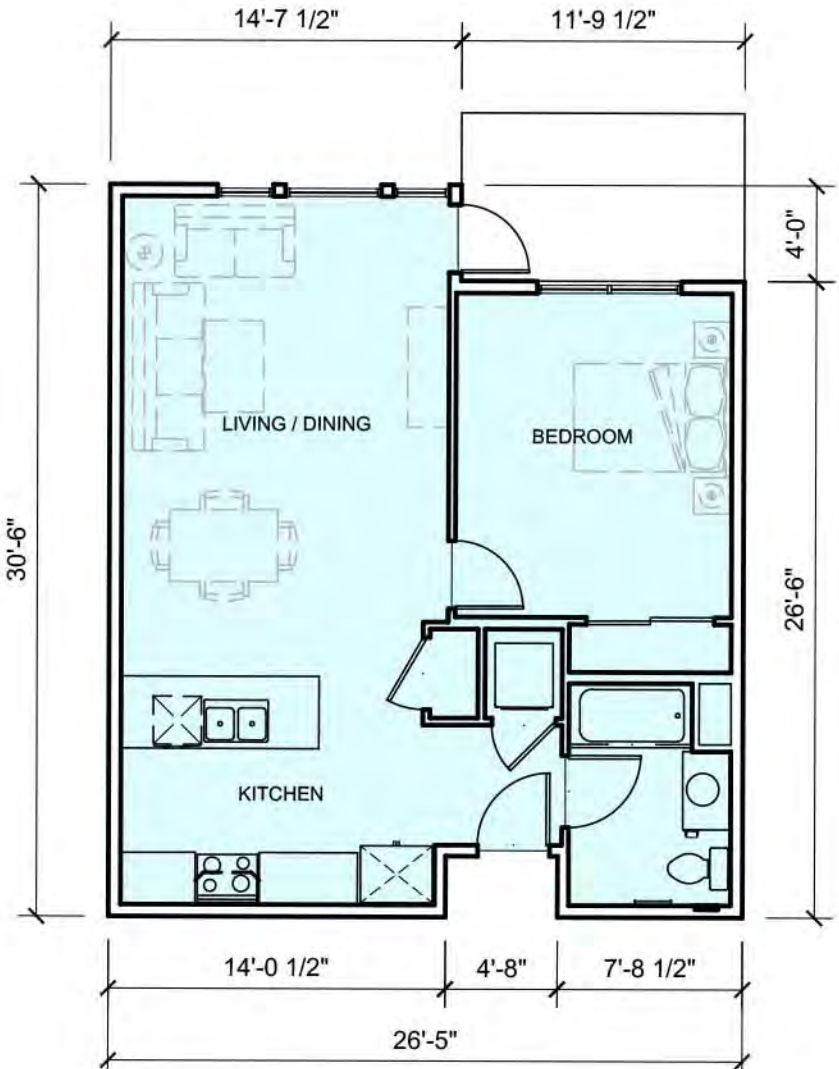
1-B
1 Bedrooms
688 SF



3-A
3 Bedrooms
1,306 SF



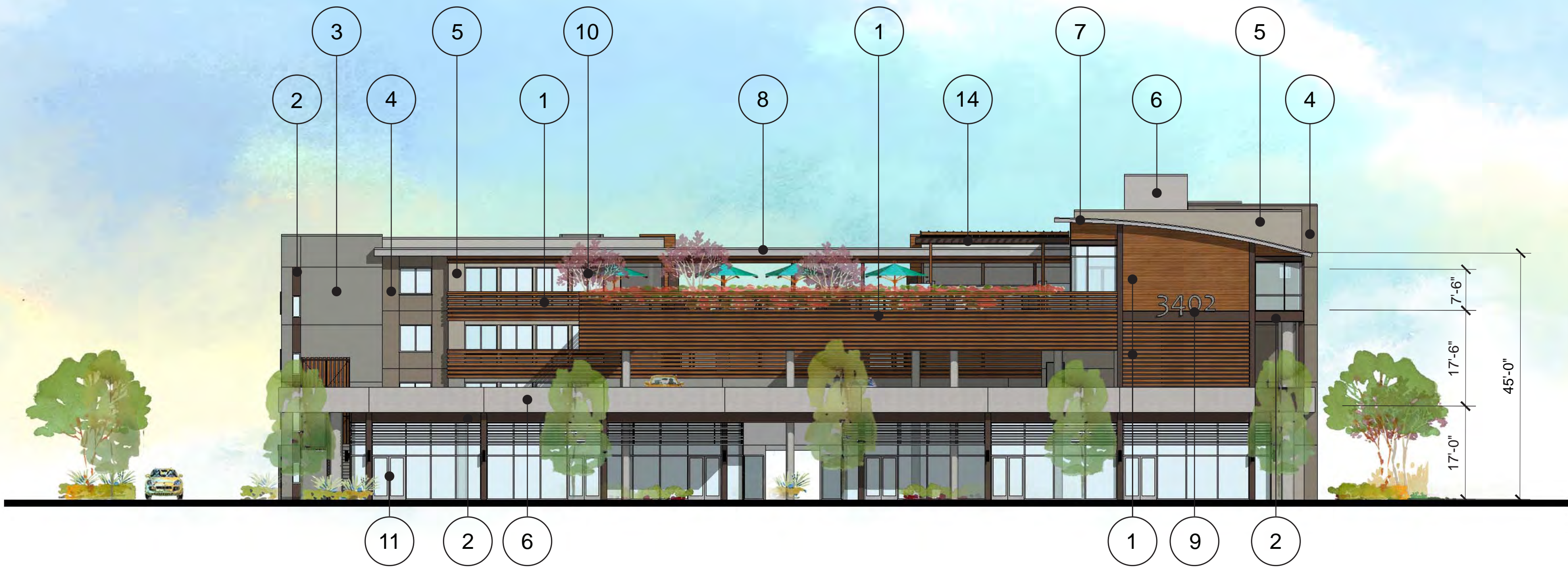
2-A
2 Bedrooms
1,095 SF



1-A
1 Bedrooms
682 SF

COLOR AND MATERIALS

- 1. EXTERIOR HORIZONTAL WOOD SIDING AND WOOD RAILING
COLOR: IPE
- 2. EXTERIOR SMOOTH PLASTER / METAL AWNING
COLOR: BENJAMIN MOORE BITTERSWEET CHOCOLATE 2114-10
- 3. EXTERIOR SMOOTH PLASTER / MECHANICAL SCREEN
COLOR: BENJAMIN MOORE AMBERST GRAY HC-167
- 4. EXTERIOR SMOOTH PLASTER
COLOR: BENJAMIN MOORE RIVER SILT CSP-180
- 5. EXTERIOR SMOOTH PLASTER
COLOR: BENJAMIN MOORE ROCKPORT GRAY HC-105
- 6. EXTERIOR SMOOTH PLASTER
COLOR: BENJAMIN MOORE VIOLET PEARL 1451
- 7. METAL ROOF
COLOR: AEP SPAN COOL WEATHERED COPPER
- 8. ALUMINIUM FASCIA
COLOR: CLEAR ANODIZED ALUMINIUM
- 9. NUMBER SIGNAGE
COLOR: CLEAR ANODIZED ALUMINIUM
- 10. WINDOW OPENING
COLOR: CLEAR ANODIZED ALUMINIUM IPA #204
IN BRONZE ANODIZED ALUMINIUM FRAME
- 11. STOREFRONT
COLOR: BRONZE ANODIZED ALUMINIUM
- 12. WIRE METAL RAILING
COLOR: BENJAMIN MOORE BITTERSWEET CHOCOLATE 2114-10
- 13. STONE
COLOR: MULTI COLOR
- 14. METAL ROOF COVER
COLOR: AEP SPAN COOL WEATHERED COPPER



NORTH ELEVATION



EAST ELEVATION

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

JOB NO.1148.004
DATE 3-28-18

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THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

ELEVATIONS



COLOR AND MATERIALS

- 1. EXTERIOR HORIZONTAL WOOD SIDING AND WOOD RAILING
COLOR: IPE
- 2. EXTERIOR SMOOTH PLASTER / METAL AWNING
COLOR: BENJAMIN MOORE BITTERSWEET CHOCOLATE 2114-10
- 3. EXTERIOR SMOOTH PLASTER / MECHANICAL SCREEN
COLOR: BENJAMIN MOORE AMBERST GRAY HC-167
- 4. EXTERIOR SMOOTH PLASTER
COLOR: BENJAMIN MOORE RIVER SILT CSP-180
- 5. EXTERIOR SMOOTH PLASTER
COLOR: BENJAMIN MOORE ROCKPORT GRAY HC-105
- 6. EXTERIOR SMOOTH PLASTER
COLOR: BENJAMIN MOORE VIOLET PEARL 1451
- 7. METAL ROOF
COLOR: AEP SPAN COOL WEATHERED COPPER
- 8. ALUMINIUM FASCIA
COLOR: CLEAR ANODIZED ALUMINIUM
- 9. NUMBER SIGNAGE
COLOR: CLEAR ANODIZED ALUMINIUM
- 10. WINDOW OPENING
COLOR: CLEAR ANODIZED ALUMINIUM IPA #204
IN BRONZE ANODIZED ALUMINIUM FRAME
- 11. STOREFRONT
COLOR: BRONZE ANODIZED ALUMINIUM
- 12. WIRE METAL RAILING
COLOR: BENJAMIN MOORE BITTERSWEET CHOCOLATE 2114-10
- 13. STONE
COLOR: MULTI COLOR
- 14. METAL ROOF COVER
COLOR: AEP SPAN COOL WEATHERED COPPER



SOUTH ELEVATION



WEST ELEVATION

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

JOB NO.1148.004
DATE 3-28-18

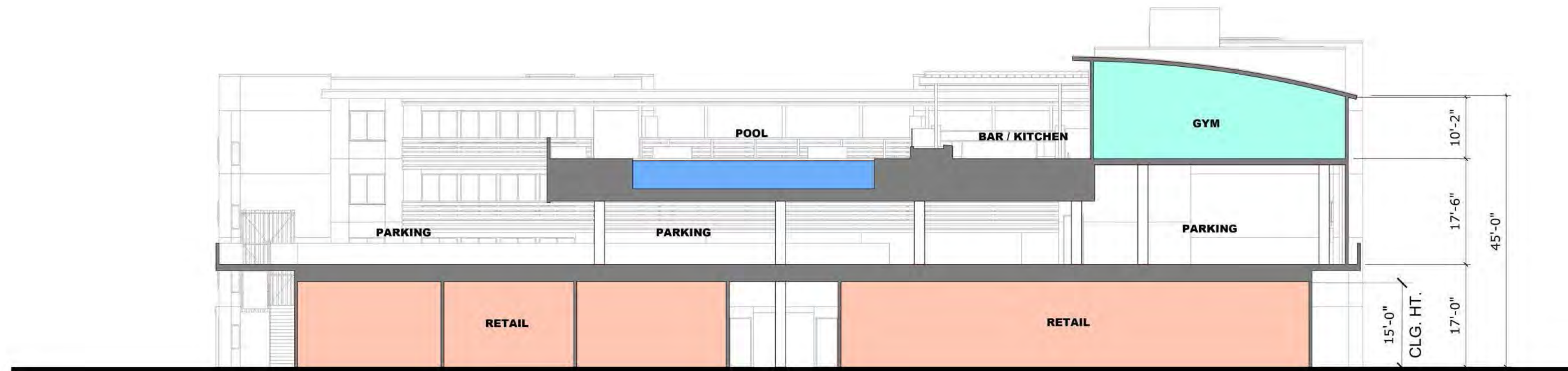
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

THE DECK

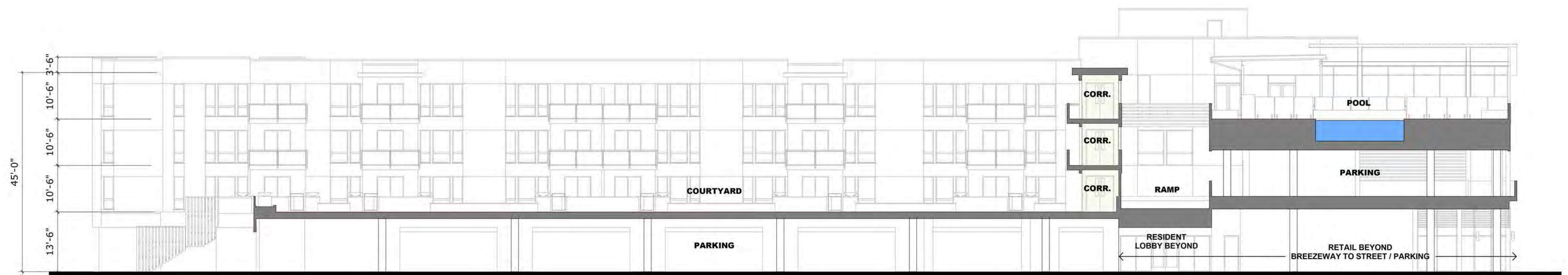
3402 EL CAMINO REAL, SANTA CLARA, CA

ELEVATIONS





SECTION A-A



SECTION B-B

THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

SECTIONS

SCALE: 3/32"=1'-0"



JOB NO.1148.004

DATE 3-28-18

DAHLIN

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925-251-7200

A-15



THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

PERSPECTIVE



JOB NO.1148.004

DATE 3-28-18

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925-251-7200

A-16



EXERCISE ROOM INTERIOR



AERIAL



POOL DECK VIEW 2



POOL DECK VIEW 1

THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

PERSPECTIVE



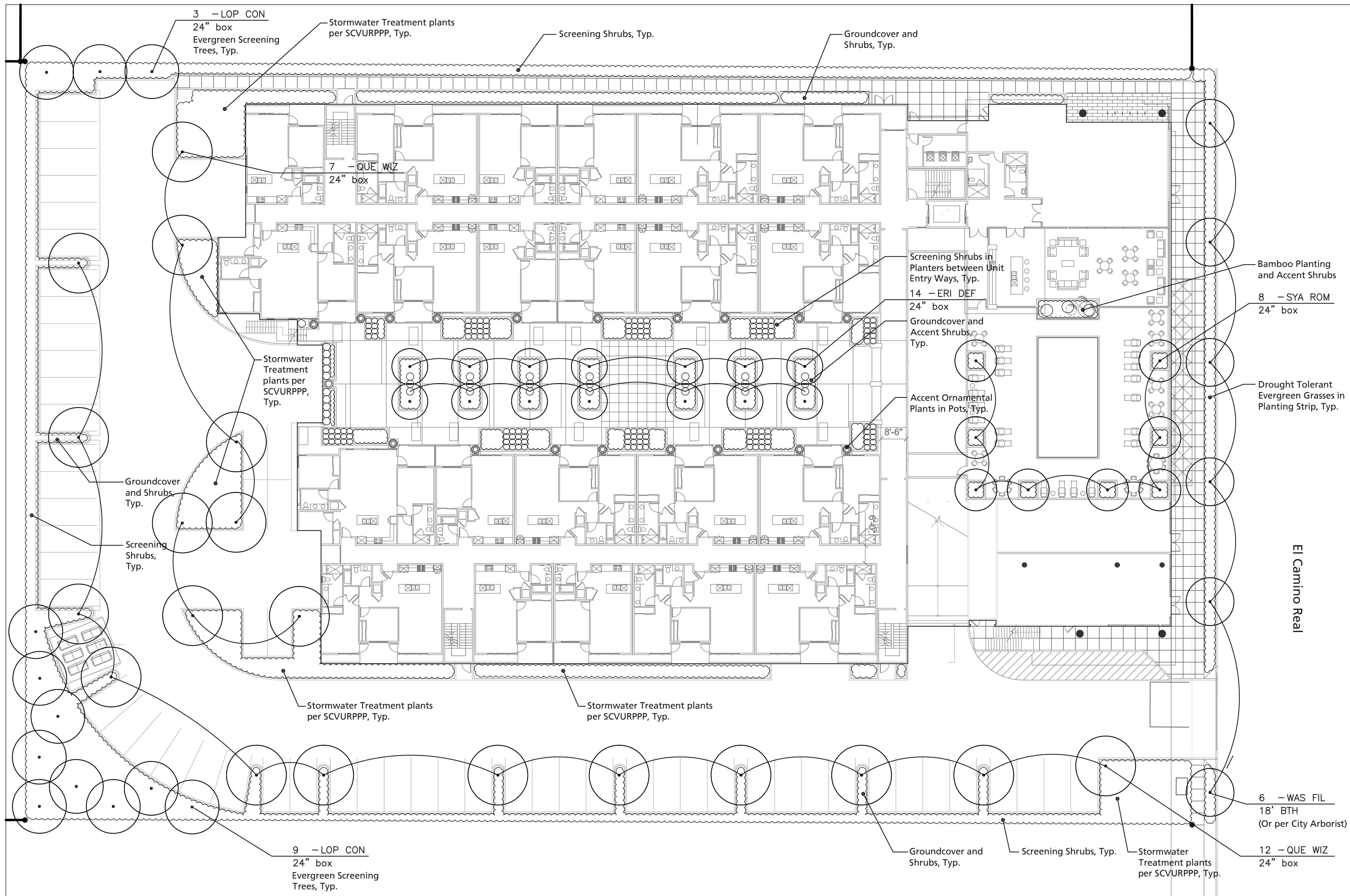
JOB NO.1148.004
DATE 3-28-18

5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

TREES	KEY	SIZE	BOTANICAL NAME	COMMON NAME	COMMENTS	QUANTITY
ERI DEF	24" box	1	<i>Eriobotrya deflexa</i>	Bronze Laurus		14
LOF CON	24" box	1	<i>Lomatophorum confertus</i>	Brisbane Rose		19
QIE WIZ	24" box	1	<i>Quercus wislizenii</i>	Intense Live Oak		11
PALM	24" box	1	<i>Syagrus romanzoffiana</i>	Queen Palm		8
WAS FL	18" tub	1	<i>Washingtonia filifera</i>	California Fan Palm		6
SHRUBS	KEY	SIZE	BOTANICAL NAME	COMMON NAME	COMMENTS	QUANTITY
AT	15 gal	2	<i>Agave attenuata</i>	Foxtail Agave		15
AZ	5 gal	1	<i>Aeonium Zwartkop</i>	Aeonium		20
BT	5 gal	1	<i>Bambusa textilis</i>	Weaver's Bamboo		48
DB	5 gal	1	<i>Dietes bicolor</i>	Twotone Lily	30" O.C.	273
DV	15 gal	1	<i>Dodonaea viscosa Purpurea</i>	Hopseed Bush		100
OT	15 gal	1	<i>Oreocoma tinctoria</i>	Gunnera		140
LC	5 gal	1	<i>Leucophaea chinensis</i>	Leucophaea	36" O.C.	100
MR	5 gal	1	<i>Muhlenbergia rigens</i>	Deer Grass	36" O.C.	150
PG	5 gal	1	<i>Phormium 'Golden'</i>	Maori Weed New Zealand Flax		80
PG	5 gal	1	<i>Phormium 'Grandident'</i>	Maori Weed New Zealand Flax		85
SN	15 gal	1	<i>Streptocarpus nicotii</i>	Giant Bird of Paradise		60
SN	15 gal	1	<i>Streptocarpus reginae</i>	Bird of Paradise	24" O.C.	60
GRASSES, FERNS	KEY	SIZE	BOTANICAL NAME	COMMON NAME	COMMENTS	QUANTITY
AN	5 gal	1	<i>Anthurium hybrid 'Big Red'</i>	Anthurium		45
AS	5 gal	1	<i>Asparagus densiflorus 'Spargani'</i>	Spargener's Asparagus Fern		60
OS	5 gal	1	<i>Oreogramma 'Green Symphony'</i>	Green Symphony Fleshy Daisy		200
LB	5 gal	1	<i>Libertia pedunculata</i>	Orange Libertia		85
NC	5 gal	1	<i>Nephrolepis cordifolia</i>	Swamp Sword Fern	30" O.C.	35
GROUNDCOVERS	KEY	SIZE	BOTANICAL NAME	COMMON NAME	COMMENTS	QUANTITY
ROS	5 gal	1	<i>Roseophora 'Prostrata'</i>	Creeeping Rosemary	24" O.C.	50
TBA	5 gal	1	<i>Trochostema permojanoides</i>	Star Jasmine	24" O.C.	10
SAL	5 gal	1	<i>Salvia officinalis</i>	Common Sage	12" O.C.	100
SAN	5 gal	1	<i>Sanatania chamosopraspius</i>	Lavender Cotton	24" O.C.	150
SED	5 gal	1	<i>Sedum 'aureum'</i>	Portulaca	12" O.C.	60
VINES	KEY	SIZE	BOTANICAL NAME	COMMON NAME	COMMENTS	QUANTITY
CA	5 gal	1	<i>Bougainvillea 'Go-La-Lu'</i>	O La La Bougainvillea		100
CA	5 gal	1	<i>Clematis integrifolia</i>	Evergreen Clematis		100

The final construction documents will provide the contractor with an understanding of the design intent for the maintenance of the planting areas regarding care and pruning of the site. The maintenance contractor shall furnish all labor, equipment, materials and supervision required to properly maintain the landscaped areas in an attractive condition and as described in the project maintenance specifications.

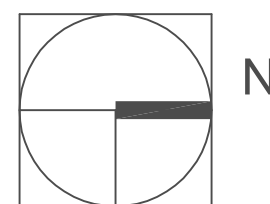
Total Landscape Area 13,000 Sqft



Scale: 1/16"=1'-0"

JOB NO.
DATE 10-26-17

L-1



THE DECK

3402 EL CAMINO REAL, SANTA CLARA, CA

SITE PLANTING PLAN

 **THE
GUZZARDO
PARTNERSHIP INC.**
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