



NOTICE OF PREPARATION

DATE: MONTH XX, 2019

TO: Responsible Agencies, Trustee Agencies, and Interested Parties

LEAD AGENCY: City of Santa Clara
Contact: Rebecca Bustos, Associate Planner
1500 Warburton Avenue
Santa Clara, CA 95050

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the Patrick Henry Drive Specific Plan¹

The City of Santa Clara (City) will be the Lead Agency and will prepare a Draft Environmental Impact Report (DEIR) for the proposed Patrick Henry Drive Specific Plan (project) described below. The City is interested in your agency's views as to the appropriate scope and content of the DEIR's environmental information pertaining to your agency's statutory responsibilities related to the project. Your agency may need to use the environmental impact report prepared by the City when considering permits or other approvals for the project. The City will need the name of a contact person for your agency. For interested individuals, the City would like to be informed of environmental topic(s) of interest to you regarding the project.

The Patrick Henry Drive Specific Plan² is located in the northernmost neighborhood of the City of Santa Clara, encompassing several office and industrial parks. The City of Santa Clara will be responsible for certifying the EIR and adopting the Specific Plan for the parcels within its jurisdiction. Because the City of Santa Clara has already determined that an EIR is required for the proposed Patrick Henry Drive Specific Plan, and as permitted by CEQA Guidelines section 15060(d) (Preliminary Review), the City will not prepare an Initial Study for the project.

¹ References: Title 14, California Code of Regulations, California Environmental Quality Act (CEQA) Guidelines, sections 15082, 15103, and 15375.

² A "specific plan" is a planning tool used by the City of Santa Clara for the systematic implementation of the general plan for individual public and private development proposals in a defined area. The requirements of a specific plan are defined in sections 65450 – 65457 of the California Government Code.

The proposed project, its location, and its potential environmental effects are described below. The City of Santa Clara welcomes public input during the Notice of Preparation (NOP) review period. The purpose of the scoping process is to solicit public comment regarding the full spectrum of issues and concerns, including a suitable range of alternatives, and the nature and extent of potential environmental impacts and appropriate mitigation measures that should be addressed in the EIR process.

Due to the time limits mandated by the CEQA Guidelines, your response must be sent ***not later than 30 days after your receipt of this notice***. In the event no response or request for additional time is received by the end of the review period, the City may presume that you have no response. Please send your comments to:

City of Santa Clara
Contact: Rebecca Bustos, Associate Planner
1500 Warburton Avenue
Santa Clara, CA 95050
RBustos@santaclaraca.gov

To allow for mailing, receipt, and 30-day review of this NOP, the comment period closes on **MONTH XX, 2019**.

Notice of Scoping Meeting:

Pursuant to CEQA Guidelines section 15082(c) (Notice of Preparation and Determination of Scope of EIR), the City of Santa Clara will conduct a scoping meeting for the purpose of soliciting comments of adjacent cities, responsible agencies, trustee agencies, and interested parties requesting notice as to the appropriate scope and content of the DEIR.

The scoping meeting will include a presentation of the proposed project and a summary of the environmental issues to be analyzed in the DEIR. Following the presentation, interested agencies, organizations, and members of the public will be encouraged to present views concerning what environmental issues should be included in the DEIR. The oral and written comments provided during the scoping meeting will assist the City in scoping the potential environmental effects of the project to be addressed by the DEIR.

The scoping meeting will be held on **MONTH XX, XXXX from 0:00 PM until 0:00 PM**, in Santa Clara City Hall, Council Chambers, located at 1500 Warburton Avenue, Santa Clara, CA.

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Project Title: Patrick Henry Drive Specific Plan

Project Applicant: City of Santa Clara

Project Location: The Patrick Henry Drive Specific Plan encompasses approximately 76 gross acres in an employment-rich area of northern Santa Clara, comprising several moderate-intensity office and industrial parks accompanied by surface parking. The Plan Area is bounded by Sunnyvale and Calabazas Creek to the west, the Hetch Hetchy right-of-way to the north, Great America Parkway to the east, and Mission College to the south. It is proximate to a range of regional destinations and amenities, including Levi's Stadium, Great America Theme Park, and the Santa Clara Convention Center. The Tasman Drive light rail line is approximately ten minutes walking from any portion of the Patrick Henry focus area, and public transit is also available on Great America Parkway.

Project Description: The Patrick Henry Drive Future Focus Area is identified in the City's 2010-2035 General Plan for conversion from industrial to high-density residential uses in Phase III of the City of Santa Clara General Plan. Consistent with General Plan policies, early initiation of a comprehensive planning process for a Future Focus Area is allowed if one or more private parties provide funding to the City for the planning of the entire Focus Area. The Patrick Henry Drive Area, along with other future focus areas, provide opportunities for reaching housing goals identified in the City's share of the State-required Regional Housing Needs Allocation (RHNA), and for meeting the demand for housing that addresses job and retail growth in the City and region.

The Patrick Henry Drive Specific Plan represents a collaborative planning effort between the City of Santa Clara, area property owners, and the general public in an effort to increase housing supply and promote sustainability through dense, compact, transit-oriented development. The planning framework envisions the comprehensive transformation of this industrial area into a high-density, mixed-use residential community supported by walkable streets and a range of neighborhood-serving amenities, including parks, trails, ground-floor retail, and new community spaces, potentially including a new public branch library. Residential densities are proposed to range from a minimum of 65 dwelling units per acre (du/ac) to a maximum of 250 du/ac.

The Specific Plan would maintain the existing roadways and vehicle connections from Great America Parkway and Mission College Boulevard. Slow-speed interior roadways will be added to provide emergency vehicle and resident access, and to increase the walkability of the neighborhood by breaking down large blocks and parcels. One new vehicle connection to Mission College Boulevard will be included in the Specific Plan, pending further traffic studies and discussions with Mission College.

Development Capacity:

As shown in Table 1, the Specific Plan assumes buildout of one of two scenarios. The first would include approximately 12,000 net new residential units and 310,000 net new square feet of non-residential uses, of which 200,000 square feet would include net new retail or public facilities space for uses such as library and or community space. The remaining non-residential uses would include 110,000 square feet for educational facility uses. The second scenario would be the same as the first but would substitute office for high-density residential in the "High Density Flex" zone along the west edge of the Plan Area, amounting to an approximate total of 10,300 net new residential units, 785,000 net new square feet of office, and 310,000 net new square feet of other non-residential uses (e.g., retail,

community space, library, educational facility uses). As illustrated on Figure 1 (Draft Conceptual Land Use Plan), the highest-intensity uses are anticipated within the core and along the southern border of the Plan Area, with development intensity scaling down to the west approaching the Sunnyvale border.

Both the Patrick Henry Drive Specific Plan and associated EIR will assume that these numbers represent the maximum capacity for future development. As such, the City will continuously monitor new development approvals to ensure that there is remaining capacity as new projects are approved.

Table 1 – Development Capacity

	Residential Units	Office	Other Non-Residential Uses
Scenario A	12,000	-	310,000 SF
Scenario B	10,300	785,000 SF	310,000 SF

Required Approvals:

City of Santa Clara Discretionary Approvals. Implementation of the Patrick Henry Drive Specific Plan will require, but is not limited to, the following discretionary approvals by the City of Santa Clara:

- Certification of the Final Environmental Impact Report
- Adoption of a Mitigation Monitoring and Reporting Program
- Adoption of the Patrick Henry Drive Specific Plan
- Adoption of General Plan amendments and zoning changes as necessary to ensure consistency between the Patrick Henry Drive Plan and the City of Santa Clara 2010-2035 General Plan and current zoning code
- Discretionary review as necessary, including CEQA review, for future individual public and private development proposals in the Plan Area

Other Government Agency Approvals. Future individual public and private development proposals in the Plan Area would be expected to also require review or approvals from other jurisdictional agencies, including, but not limited to:

- Santa Clara Valley Transportation Authority (VTA)
- Santa Clara Water and Sewer Utilities
- Silicon Valley Power (SVP)
- San Francisco Bay Regional Water Quality Control Board (RWQCB)
- Bay Area Air Quality Management District (BAAQMD)
- California Department of Transportation (Caltrans)

EIR Scope:

The City of Santa Clara has determined that the proposed Patrick Henry Drive Specific Plan (Specific Plan) will require preparation of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA). The following probable environmental effects of the project and any required mitigation measures will be evaluated in the EIR:

- **Aesthetics:** The EIR will describe the aesthetic and urban design implications of the proposed Specific Plan, including its visual relationships to the surrounding vicinity and the potential impacts of Specific Plan development (e.g., the proposed array of building masses, heights, view corridors) on important surrounding public vantage points.

- **Air Quality:** The EIR will describe the potential short- and long-term impacts of Specific Plan development capacity on local and regional air quality based on methodologies defined by the Bay Area Air Quality Management District (BAAQMD).
- **Biological Resources:** The EIR will evaluate potential impacts on biological resources resulting from Specific Plan implementation, including potential impacts on nesting birds.
- **Cultural, Historic, and Tribal Cultural Resources:** The EIR will describe any potential Specific Plan impacts and mitigation needs associated with historic and cultural resources. The EIR also will determine whether the project would cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code section 21074.
- **Energy:** The EIR will evaluate whether project would result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Any conflicts with State or local plans for renewable energy and energy efficiency will also be described.
- **Geology and Soils:** The EIR will describe the potential geotechnical implications of the Specific Plan implementation.
- **Greenhouse Gas Emissions:** The EIR will describe the potential Specific Plan impacts on local greenhouse gas emissions and global climate change (including sea level rise), following the latest approach and methodologies recommended by State and regional agencies.
- **Hazards and Hazardous Materials:** The EIR will describe any hazardous material activities anticipated in the Plan Area and will describe any associated potential impacts and mitigation needs. Any potential construction period hazards and hazardous material impacts and mitigation needs will also be described.
- **Hydrology and Water Quality:** The EIR will evaluate potential impacts on hydrology and water quality resulting from Specific Plan implementation, including possible effects related to drainage and flooding. Specific Plan components that address hydrology and water quality also will be described.
- **Land Use and Planning:** The EIR will describe the potential effects of Specific Plan implementation on existing and planned land use characteristics in the Specific Plan vicinity, including the Specific Plan's relationship to other adopted regional and local plans.
- **Noise:** The EIR will describe project-related construction and long-term operation (e.g., traffic, mechanical systems) noise impacts and related mitigation needs.
- **Population and Housing:** The EIR will describe the anticipated effects of Specific Plan development capacity on existing and projected population and housing characteristics. This information will be used to forecast public service and utility needs in the Plan Area.
- **Public Services:** The EIR will describe potential impacts on public services (police and fire protection, parks, and schools) and any mitigation needs.

- **Recreation:** The EIR will evaluate whether buildout of the Specific Plan would accelerate the physical deterioration of existing parks and/or other recreational facilities as a result of increased use. It will also assess whether the construction of any planned recreational amenities in the Plan Area would have an adverse physical impact on the environment.
- **Transportation:** The EIR transportation analysis will satisfy the requirements of the City, including Level of Service (LoS) and the Santa Clara Valley Transportation Authority (VTA), including the project's relationship to regional vehicle miles traveled (VMT), transit implications, and effects on pedestrian and bicycle circulation.
- **Utilities and Service Systems:** The EIR will describe potential Specific Plan impacts on local utility and service systems, including water supply, water and wastewater treatment, and solid waste and recycling.
- **Agriculture and Forestry Resources, Mineral Resources, and Wildfire:** The EIR will briefly describe why these environmental topics do not apply to the project, based on the Plan Area's location.
- **Alternatives:** Pursuant to CEQA Guidelines section 15126.6, the EIR will identify and compare a reasonable range of alternatives to the Specific Plan.