

**NOTICE OF PREPARATION OF A
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR
THE TASMAN EAST SPECIFIC PLAN PROJECT**

Date of Distribution: July 6, 2022

FILE NO.: PLN22-00359

As the Lead Agency, the City of Santa Clara will prepare a Subsequent Environmental Impact Report (SEIR) for the above-referenced project and would like your views regarding the scope and content of the environmental information to be addressed in the SEIR. This SEIR may be used by your agency when considering approvals for this project.

The project description, location, and probable environmental effects which will be analyzed in the SEIR for the project are identified in the attached materials.

According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible. Please identify a contact person, and send your response to:

City of Santa Clara
Attn: John Davidson, Principal Planner
1500 Warburton Avenue
Santa Clara, CA 95050
Phone: (408) 615-2478
Email: jdavidson@santaclaraca.gov



John Davidson, Principal Planner for
Andrew Crabtree
Director of Community Development

Date: July 6, 2022

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Introduction

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

Per California Environmental Quality Act (CEQA) Guidelines Section 15162, 15163, and 15164, when an EIR has been certified for a project, no Subsequent EIR (SEIR) shall be prepared for that project unless the lead agency determines that substantial changes to the project or circumstances under which the project is undertaken would result in new or greater significant impacts than previously disclosed in the certified Tasman East Specific Plan (Specific Plan) Final EIR (FEIR) (SCH # 2016122027). The Specific Plan FEIR analyzed the development of up to 4,500 dwelling units, approximately 106,000 square feet of retail space (including a 25,000 square foot grocery store), and a 600-student school. Since the certification of the Specific Plan FEIR, the City of Santa Clara has identified minor modifications to the Specific Plan to facilitate pedestrian and bicycle movement through the plan area. Specifically, the northern extension of Calle Del Sol (between Calle De Luna and Calle Del Mundo) will be designed as a pedestrian and bicycle paseo. A public easement will be provided through four properties to facilitate a privately owned public open space to be developed incrementally in conjunction with the development of each affected property and an additional setback will be required at the Primavera Pump Station to allow for continued operation and enclosure of the pump station.

To date, the City of Santa Clara has received development applications for approximately 4,000 dwelling units. There are approximately 12 acres remaining within the Specific Plan area that could be redeveloped. As a result, the City of Santa Clara is proposing to modify the Specific Plan to accommodate an additional 1,500 dwelling units, approximately 20,000 square feet of retail, 20,000 square feet of co-working space, and a 10,000-square foot daycare. Modifications to the Specific Plan may have significant impacts on air quality, greenhouse gas emissions, noise and vibration, transportation, tribal cultural resources, and wildfire; therefore, an SEIR will be prepared.

The SEIR will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. The SEIR will address the significant or potentially significant effects of the proposed project. In accordance with the requirements of CEQA, the SEIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, environmental impacts, and mitigation measures for the project;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts.

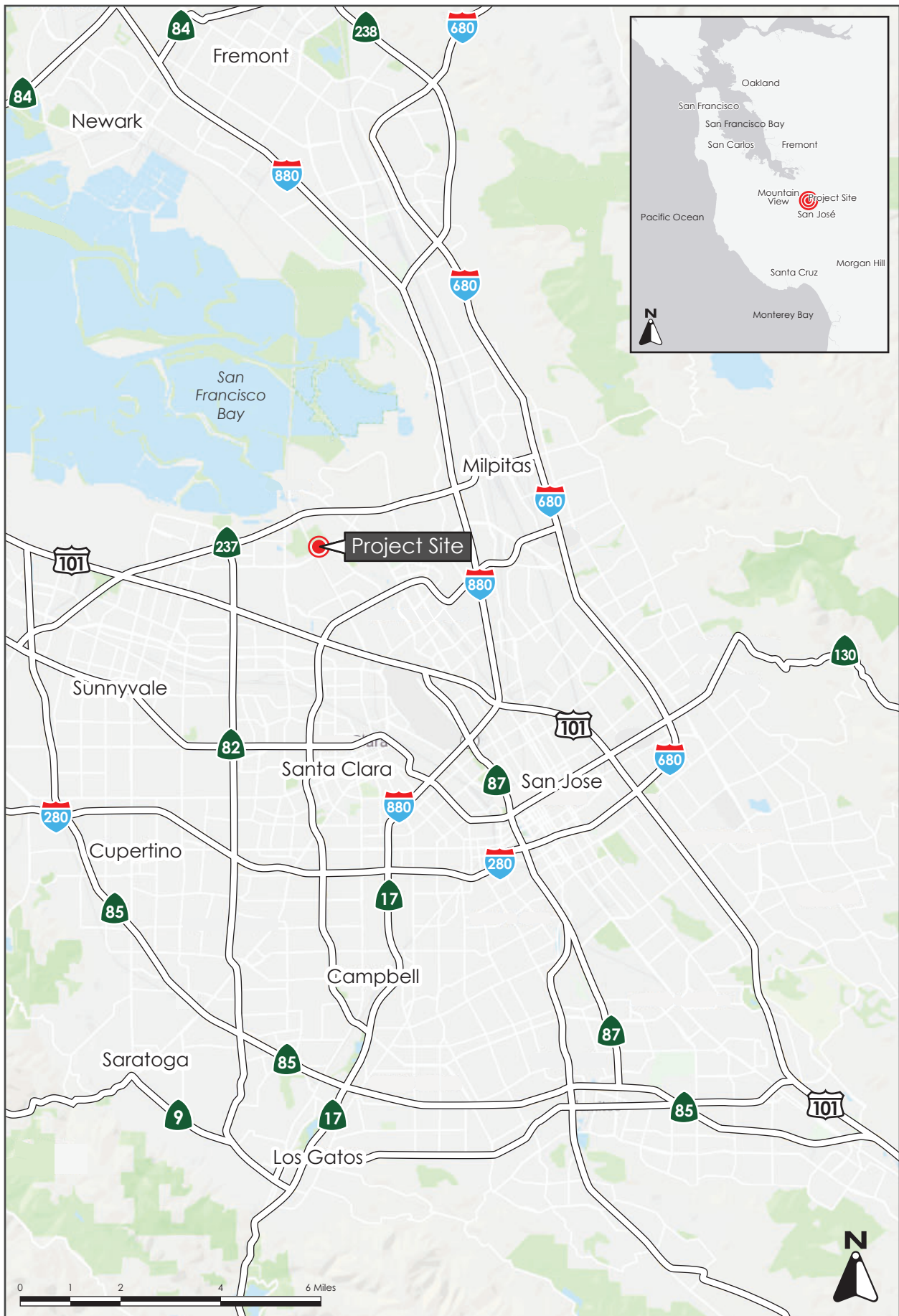
Project Location

The project area is an existing industrial neighborhood, 46 gross acres in size, and is bounded by Tasman Drive to the south, the Guadalupe River to the east, the former Santa Clara Golf & Tennis Club to the north, and Lafayette Street to the west (refer to Figures 1 and 2). The Specific Plan area is adjacent to the Lick Mill Light Rail Transit station on Tasman Drive and the Great America Station on the west side of Lafayette Street which is served by both the Altamont Commuter Express (ACE) and Capitol Corridor trains. The Specific Plan includes approximately 36 parcels currently developed with light industrial and commercial uses, including one City-owned utility parcel, with a net land acreage of 41.4 acres with approximately 4.6 acres of public right-of-way.

Project Description

The Specific Plan FEIR was approved on November 13, 2018, which analyzed the development of up to 4,500 dwelling units, approximately 106,000 square feet of retail space (including a 25,000 square foot grocery store), 10 acres of non-contiguous parkland open space, paseos, and private open space, as well as a 600-student school. The Specific Plan created a framework for the development of a high density transit-oriented neighborhood, along with supportive retail services. The Specific Plan identified allowed uses, densities, height limits and design criteria allowed within the Specific Plan area. Connections to the existing Guadalupe River trail, potential locations for parkland, and strategies for better access to transit was also identified in the certified Specific Plan FEIR.

As mentioned above, there are only 12 acres of land remaining that could be redeveloped within the Specific Plan area. The City of Santa Clara is proposing to modify the Specific Plan to accommodate an additional 1,500 dwelling units, approximately 20,000 square feet of retail, 20,000 square feet of co-working space, and a 10,000 square foot day care. Residential densities in the Specific Plan area would range from a minimum of 60 dwelling units per acre (du/ac) on sites less than one acre in size to a minimum of 100 du/ac for sites larger than one acre. Maximum densities have not yet been determined for individual properties, but the modifications to the Specific Plan would support a maximum of 6,000 units. Buildings in the Specific Plan area would be, at maximum, 220 feet in height. Additional parkland and infrastructure may be included to support the maximum development allowed in the Specific Plan.



REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2

The physical footprint of the Specific Plan area will not change. Other than the conversion of the northern extension of Calle Del Sol from a two-lane road into a pedestrian and bicycle paseo analyzed in 2020, no additional changes to the roadway network and vehicular connections are proposed.

Potential Environmental Impacts of the Project

The SEIR will utilize the existing information and analysis in the City's General Plan and Specific Plan FEIRs to the extent feasible. The SEIR will identify the significant environmental effects anticipated to result from the proposed modifications to the Specific Plan. The SEIR will focus on the following specific environmental categories as related to the proposed project:

1. Air Quality

The SEIR will address the regional air quality conditions in the Bay Area and discuss the proposed project's construction and operational impacts to local and regional air quality according to the 2017 Bay Area Air Quality Management District (BAAQMD) guidelines and thresholds. Temporary construction related impacts such as construction vehicle exhaust and airborne particulates (i.e., dust) will also be discussed. The SEIR will identify existing sources of toxic air contaminants (TACs) and fine particulate matter (PM_{2.5}) in the Specific Plan area and their concentrations. Mitigation measures will be identified for significant impacts, as warranted.

2. Greenhouse Gas Emissions/Energy

The SEIR will evaluate the project's greenhouse gas (GHG) emissions, in conformance with the methodology of BAAQMD and the City of Santa Clara Climate Action Plan (CAP). The project GHG emissions will also be analyzed relative to Senate Bill 32 standards. Project design measures to reduce energy use and GHG emissions will be discussed. Mitigation measures will be identified for significant impacts, as warranted.

The SEIR will also discuss the amount of energy (i.e., electricity, natural gas, and gasoline use) the project would consume. The SEIR will describe any measures included in the project to conserve energy. The SEIR will evaluate the project's conformance with the California Green Building Code and the CAP. Mitigation measures for significant energy impacts will be identified, as appropriate.

3. Noise and Vibration

The SEIR will describe the existing noise conditions in the project area and address noise impacts from the project. The SEIR will also evaluate the potential for any off-site noise impacts associated with the project (i.e., construction noise impacts on existing residences or the potential for increased traffic noise levels along the common streets serving the Specific Plan area). Noise impacts would be assessed with respect to applicable City policies and appropriate CEQA significance criteria. Vibration produced by future construction activities and adjacent rail sources will be evaluated. Mitigation measures will be developed to reduce significant noise or vibration impacts resulting from the project.

4. *Public Services*

The proposed project would increase the employee and resident population of the City which could result in an increased demand on public services, including schools, police and fire protection, libraries, and recreational facilities. The SEIR will discuss the potential for increased development to result in adverse physical impacts to the public service and facilities. Mitigation measures for significant impacts will be identified, as appropriate.

5. *Transportation*

Based on the City of Santa Clara's requirements, the Transportation Impact Analysis (TIA) will focus on the operations of key intersections and freeway segments in the vicinity of the Specific Plan area and vehicles miles travelled (VMT). The study will include an analysis of AM and PM peak hour traffic conditions using the City's LOS standards as well as the criteria used by other jurisdictions for that agency's facilities for the purposes of apportioning responsibility for traffic improvements. The SEIR will analyze, at a program-level, impacts from any transportation improvements required for the project. The project's impact on pedestrian, bicycle, and transit services will be discussed in the SEIR. An analysis of VMT resulting from the project will be the basis for determining traffic impacts under CEQA. Mitigation measures for significant impacts will be identified, as appropriate.

6. *Tribal Cultural Resources*

The SEIR will discuss the project's potential for impacts to tribal cultural resources under Assembly Bill 52. Mitigation measures for significant impacts will be identified, as appropriate.

7. *Utilities and Service Systems*

The SEIR will discuss the project's increased demand on utilities and service systems due to the proposed increase in development. The SEIR will address the impacts of the project on utilities and service systems, including the sanitary sewer and storm drainage systems, water supply, and solid waste management. The SEIR will also include a water supply assessment per California State Senate Bill 610. Mitigation measures for significant impacts will be identified, as appropriate.

8. *Wildfire*

Following certification of the Specific Plan FEIR, the California Governor's Office of Planning and Research (OPR) issued a new CEQA checklist on December 28, 2018, which added a new resource section, Wildfire, to the Appendix G checklist. Based on the Fire Hazard Severity Zones Maps, the Specific Plan area is not located within or immediately adjacent to an area of moderate to very high fire hazards.¹ Consistent with the CEQA Guidelines, the SEIR will discuss project impacts on adopted emergency response and evacuation plans and risk due to wildfire. Mitigation measures for significant impacts will be identified, as appropriate.

¹ California Department of Forestry and Fire Protection's Fire and Resource Assessment Program. "FHSZ Viewer." Accessed June 6, 2022. <https://egis.fire.ca.gov/FHSZ/>.

9. Cumulative Impacts

The SEIR will include an analysis of cumulative impacts which will address the potentially significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable probable future projects in the area including Related Santa Clara. Mitigation measures will be identified for significant cumulative impacts, as warranted.

10. Alternatives

The SEIR will evaluate alternatives to the project that would reduce significant impacts, while still achieving the primary objectives of the project. The SEIR will include a “No Project” alternative and one or more alternative development scenarios depending on the impacts identified. Another alternative that may be discussed include reduced development alternatives. Alternatives discussed will be chosen based on their ability to reduce or avoid identified significant impacts while achieving most of the identified objectives of the proposed project.

11. Other Required Sections

The SEIR will also include other sections required by CEQA including: Significant and Unavoidable Impacts, Growth Inducing Impacts, and Significant Irreversible Environmental Changes.

From: [John Davidson](#)
To: ron.patrick@ecm-co.com
Cc: [Fiona Phung](#)
Subject: FW: Solar Power EIR Issue @Tasman East
Date: Monday, July 25, 2022 11:44:49 AM

Hi Ron:

Comment received, thanks!

John D.
408-615-2478

From: Ron Patrick <ron.patrick@ecm-co.com>
Sent: Friday, July 22, 2022 2:25 PM
To: John Davidson <JDavidson@SantaClaraCA.gov>
Subject: Solar Power EIR Issue @Tasman East

John,

Due to both the zoned nature of the neighborhood and the development timetable, we may find buildings of vastly different heights beside each other.

An issue that may pop up is that a tall building may block the sun from a smaller building beside it and thus reduce or eliminate solar power opportunities for the smaller building.

I think a fair way to deal with this is to assume that each property should be able to harvest a certain amount of energy from the sun proportional to its land area and if a taller building takes away this energy, it should be required to harvest the energy and compensate the property from which the energy was taken.

With the rising cost of energy, this is only going to become more important in the future.

Regards,

Ron Patrick

From: [John Davidson](#)
To: [Fiona Phung](#)
Subject: FW: Tasman East Project
Date: Tuesday, July 26, 2022 10:57:07 AM

From: Joel Toscano <jtoscano@nccrc.org>
Sent: Monday, July 25, 2022 4:13 PM
To: John Davidson <JDavidson@SantaClaraCA.gov>
Cc: Bryan Shields <bshields@nccrc.org>
Subject: Re: Tasman East Project

Hello John,

Thank you for getting back to me. I would like to go over the specifics more in person but for now in a general way I would like to see Labor Standards pertaining to Livable Wage, Healthcare, and a pathway forward, through Apprenticeship. Also I want to include my co-worker in this conversation, his name is Bryan Shields, he is CCD'd in the email.

Thank You,
Joel Toscano

From: John Davidson <JDavidson@SantaClaraCA.gov>
Sent: Monday, July 25, 2022 11:53 AM
To: Joel Toscano
Subject: RE: Tasman East Project

Hi Joel:

Could you send over a copy of the standards that you're interested in? That can go into the public record, and can be a starting point for a conversation.

Thanks!

John D.

From: Joel Toscano <jtoscano@nccrc.org>
Sent: Thursday, July 21, 2022 10:12 PM
To: John Davidson <JDavidson@SantaClaraCA.gov>
Subject: Tasman East Project

Good afternoon John Davison my name is Joel Toscano I'm a Union Representative for the Carpenters Union Local 405 here in Santa Clara County. I recently had the chance to speak at the Tasman East meeting. I would like to connect with you about the need for labor standards going forward. Would it be possible to meet?

All the Best

Joel Toscano

[Jtoscano@nccrc.org](mailto:jtoscano@nccrc.org)

[341-688-150](tel:341-688-150)

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

August 4, 2022

John Davidson, Principal Planner
City of Santa Clara
Planning Division
1500 Warburton Avenue
Santa Clara, California 95050

Re: Comments on the Tasman East Specific Plan Project Notice of Preparation of a Subsequent Environmental Impact Report

Dear Mr. Davidson,

Thank you for allowing the City of Sunnyvale to provide comments on the Tasman East Specific Plan Project Notice of Preparation (NOP) of a Subsequent Environmental Impact Report (SEIR). Comments concerning the Transportation related analysis of the project are as follows:

1. Although intersection level of service is no longer a CEQA requirement, the City of Sunnyvale requests City of Santa Clara to evaluate intersections operationally in Sunnyvale using criteria per the VTA TIA Guidelines as a basis. It is likely that project trips would travel to and from the west through intersections located within the City of Sunnyvale. Accordingly, City of Sunnyvale and CMP intersections with ten or more project trips per lane added to any intersection movement should be analyzed. The intersections along Lawrence Expressway, Tasman Drive, and Fair Oaks Avenue should be considered for inclusion within the traffic analysis. Traffic conditions at the study intersections are typically conducted during the AM (7-10) and PM (4-7) peak hours under existing and future analysis scenarios.
2. Corridor analysis should include Tasman Drive, Lawrence Expressway and Fair Oaks Avenue. The Tasman corridor analysis should cover potential traffic congestion and associated impacts on emergency service access to Sunnyvale neighborhoods. For example, the mobile home park located to the west of Patrick Henry Drive has a single access off of Tasman Drive. Consequently, congestion on Tasman Drive could severely impact access to this mobile home park including access of emergency vehicles.
3. The project site is located near the easterly boundary of the City of Sunnyvale. Relevant approved projects within Sunnyvale and other neighboring jurisdictions need to be included in the study estimates of the Background traffic volumes. This is consistent with the CMP TIA Guidelines. Similarly, pending projects and/or the application of an annual growth rate need to be incorporated in the Cumulative traffic volume estimates in order to reflect the growth in both the local

and regional traffic. A current list of approved and pending development projects in the City of Sunnyvale can be supplied upon request.

4. Since this project is just east of the Levi's Stadium, a game day scenario should be included in the analysis.
5. An analysis of the School PM peak hour (2 PM to 4 PM) should be included to assess the project impact associated with the proposed school.
6. Evaluation of the alternative modes of transportation should be included in this project's traffic analysis. The VTA CMP Guidelines indicate that traffic analysis must include transit facilities in terms of transit service availability, transit capacity relative to the increased demand, impact of increased traffic delays on the service, and the need for transit access improvements. According to the CMP Guidelines, the traffic analysis must also evaluate bicycle and pedestrian facilities in terms of their availability, project effects on future bike/pedestrian plans, and improvements proposed by the project. Maps and information on existing and planned bicycle facilities within Sunnyvale can be supplied upon request.
7. The TIA should identify the individual and cumulative project operational impacts on Sunnyvale facilities, along with associated feasible improvements. It is important to also include the project's full/pro-rata share financial contributions towards the implementation of these improvements to bring the roadways back to acceptable or no-project operational level of service.
8. The Valley Transportation Plan (VTP) on the VTA web site contains a list of regional improvements which shall be included in the cumulative conditions. Similarly, local improvements within the City of Sunnyvale that are already identified in the City's Capital Improvement Program (CIP) and/or in the Sunnyvale Traffic Impact Fee Study shall be included in the cumulative analysis. When utilizing regional and local road improvements as project mitigations, please clarify construction schedule of these improvements relative to the schedule of the development completion.
9. The proposed project is significant in size and is expected to affect the Sunnyvale street system. Following to the CMP guidelines, the City of Sunnyvale is requesting to review the draft TIA report.
10. We would like City of Santa Clara to implement improvements as described in the Tasman Corridor Streets study as prepared by VTA, Cities of Sunnyvale, Santa Clara, San Jose, and Milpitas as part of the Tasman East Specific Plan Project.
11. Impacts to County of Santa Clara facilities should be improved based on projects listed in the County Expressway Planning Study.

Thank you for the opportunity to provide feedback on the NOP of a SEIR for this significant project. We look forward to personally discussing transportation related matters in the near future, as well as other meeting opportunities at key points of the project planning.

Please do not hesitate to contact me if you have any questions regarding my comments. You can reach me by email at lsang@sunnyvale.ca.gov or by phone at 408-730-7556.

Sincerely,

Lillian Tsang, P.E.
Principal Transportation Engineer
Department of Public Works

Cc: Dennis Ng, Transportation and Traffic Manager
George Schroeder, Principal Planner



File: 33448
Guadalupe River

August 8, 2022

Mr. John Davidson
City of Santa Clara
Planning Division Office
1500 Warburton Avenue
Santa Clara, CA 95050

Subject: Notice of Preparation of a Draft Subsequent Environmental Impact Report – Tasman East Specific Plan

Dear Mr. Davidson:

Valley Water has reviewed the Notice of Preparation (NOP) of a Draft Subsequent Environmental Impact (SEIR) Report for the Tasman East Specific Plan, dated and received by Valley Water on July 6, 2022. Based on our review of the NOP we have the following comments:

1. The project description on page 2 of the NOP references proposed connections to the Guadalupe River Trail. Valley Water provided prior comments on the previous NOP for the Draft Environmental Impact Report (EIR) dated 1/11/2017, the Draft EIR dated 9/13/2018, and the Final EIR dated 1/28/2019. Valley Water would like the City to develop an overall plan for trail access points for Valley Water's review and conceptual approval as access at each site along the trail will not be allowed. Additionally, we would like to reiterate that this development, which has a relatively short river frontage, is directly adjacent to the City Place development where two access points are planned at/near the north boundary of this development. Additional access points at this development may not be allowed by Valley Water and efforts should be made to utilize the pedestrian/bicycle access points proposed at the City Place development.
2. The NOP notes that the Water Supply Assessment (WSA) will be updated to address the new development that will be allowed under the revised Specific Plan. The original WSA assigned all new water demand to after 2035 when the Specific Plan would be built out. The NOP suggests that elements of the plan will be completed prior to 2035. Valley Water recommends that the WSA assign new development as it is phased in.
3. Valley Water also recommends that all available water conservation measures be required as a condition for new development in the Specific Plan. The WSA states that future water conservation and demand management efforts are factored into future water demands. To ensure that these reductions in water demand are accomplished, measures from the Model Water Efficient New Development Ordinance should be incorporated, which include:
 - Hot water recirculation systems.
 - Require installation of separate submeters to each unit in multi-family developments and individual spaces within commercial buildings to encourage efficient water use - *studies have shown that adding submeters can reduce water use by 15 to 30 percent.*
 - Graywater dual distribution plumbing.



Page 2

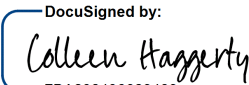
Notice of Preparation of a Draft Subsequent Environmental Impact Report – Tasman East Specific Plan
August 8, 2022

- Encourage non-potable reuse of water like recycled water, graywater, and rainwater/stormwater in new development and remodels through the installation of dual plumbing for irrigation, toilet flushing, cooling towers, and other non-potable water uses
 - Require dedicated landscape meters where applicable
 - Weather- or soil-based irrigation controllers.
4. The Guadalupe River runs along the easterly property line, and Valley Water has fee title property over the areas located directly adjacent to the project site. As per Valley Water's Water Resources Protection Ordinance, any work proposed on Valley Water's fee title property will require review and approval for the issuance of a Valley Water encroachment permit. Additionally, as the issuance of an encroachment permit is a discretionary act, Valley Water will be considered a responsible agency under California Environmental Quality Act (CEQA) if a permit is required. The Draft SEIR needs to identify and discuss any work proposed on Valley Water's property.

Please forward a copy of the Draft SEIR when it becomes available. If you have any questions, you may reach me at (408) 630-2479, or by e-mail at LBrancatelli@valleywater.org. Please reference Valley Water File No. 33448 in future correspondence regarding this project.

Sincerely,

DocuSigned by:



7BA392496623483
Lisa Brancatelli
Assistant Engineer II
Community Projects Review Unit

cc: Y. Arroyo, C. Haggarty, L. Brancatelli, M. Martin, File