

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH#: 2016122027

Project Title: Tasman East Specific Plan Amendment – 1,500 additional units

Lead Agency: City of Santa Clara

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Project Location: Santa Clara, Santa Clara County

City

County

Project Description (Proposed actions, location, and/or consequences).

Project Location and Existing Setting

The Tasman East Specific Plan (Specific Plan) is located in an existing industrial neighborhood, 46.0 gross acres in size (Specific Plan area), and is bounded by the former Santa Clara Golf & Tennis Club to the north (future Related Santa Clara), Tasman Drive to the south, the Guadalupe River to the east, and Lafayette Street to the west. The Specific Plan 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, including one City-owned utility parcel, and has a total net land acreage of 41.4 acres with approximately 4.6 acres of public right-of way. Of the 36 parcels, there are five parcels currently approved and six parcels that have been redeveloped. The remaining parcels are currently developed with light industrial and commercial uses. The Specific Plan is in a Priority Development Area (PDA) under Plan Bay Area, the region's Sustainable Communities Strategy, pursuant to California Public Resources Code Section 21099 (SB 743).

Project Description

There are 12.0 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 up to 1,500 additional dwelling units, approximately 20,000 square feet of additional 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 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. Given that the majority of the remaining properties which could be redeveloped are located within the "island properties," the amendment includes an increase from a minimum of one acre to a minimum of 1.5 acres of public parkland within the "island properties." The size, shape and location(s) of the public parkland within the "island properties" would be subject to negotiation with City staff, including the Director of the Parks and Recreation Department by individual projects and would be provided by the dedication of

unencumbered land from individual property owners or through land purchase of specific properties by the City of Santa Clara, or some combination thereof.

The physical footprint of the Specific Plan area will not change. The planned circulation network was modified in 2020 to convert the northern extension of Calle Del Sol from a two-lane road into a pedestrian and bicycle paseo. The currently adopted Tasman East Specific Plan includes the addition of a Class II bicycle lanes on Calle Del Mundo. As proposed, the project would modify the Calle Del Mundo right-of-way. Two potential alternate configurations to Calle Del Mundo are proposed: 1) removal of the westbound bicycle lane on Calle Del Mundo and replacing it with on-street parking and 2) removal of the center turn lane in exchange for maintaining parking and bicycle lanes on both sides of the street. In addition, the Specific Plan FEIR assumed that Lick Mill Boulevard would extend north of Tasman Drive (through the Specific Plan area) to connect to the Related Santa Clara project. The Related Santa Clara project has not begun development; therefore, its construction timeframe is currently unknown.

No additional changes to the roadway network and vehicular connections are proposed as part of this Specific Plan amendment.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The project would result in significant construction air pollutant emissions due to dust generation and emissions of TACs and criteria pollutants during construction. Measures would be required to control dust and emissions consistent with Air District BMPs that would reduce impacts to a less than significant impact.

The project would result in significant operational ROG emissions thereby contributing to regional ozone impacts. Green energy, building treatments, and TDM requirements shall be required for the project which would reduce impacts however the impact would remain significant and unavoidable.

The project would make a cumulatively considerable contribution to regional criteria pollutant emissions (ROG). The mitigation proposed for other project specific measures would result in a reduction of project impacts but the impacts would remain significant and unavoidable.

Development under the Specific Plan could result in the injury or mortality of individual western pond turtles due to worker foot traffic equipment use, or vehicle traffic if western pond turtles were present on site. Development under the proposed Specific Plan may harm individual burrowing owls or result in the permanent loss of active burrows. The project proposes structures with lighting, glass windows, building facades, and vegetation which may result in impacts to migrant birds. Increased artificial lighting may adversely impact bird species by increasing predation, decreasing habitat availability, and altering physiological processes. Redevelopment under the proposed Specific Plan could impact nesting birds, if present, on or adjacent to proposed development sites. Impacts on biological resources including turtles, burrowing owls, and birds shall be reduced by surveys and habitat protection efforts which would reduce impacts to a less than significant impact.

Construction of the proposed project may result in the permanent loss of 810 linear feet (0.39 acres) of freshwater wetlands. Construction of the proposed project could result in the loss of 0.05 acres of riparian woodland habitat. Construction of the proposed project and improvements providing connectivity to the levee would impact the riparian buffer. Construction of the proposed project may result in the spread of invasive weeds in sensitive habitats including the Eastside Drainage Swale and Guadalupe River. Tree removal from redevelopment of individual parcels under the Specific Plan would result in a significant impact to mature trees. Mitigation providing offset habitat and replacement trees would reduce impacts to a less than significant level.

The proposed Specific Plan in combination with Related Santa Clara, and including the implementation of mitigation measures, would result in significant unavoidable cumulative impacts due to bird strikes.

Redevelopment of the Specific Plan area could result in impacts to unknown, buried archaeological resources and

human remains. Development proposed under the Specific Plan has the potential to disturb paleontological resources if projects include deep excavations. Mitigation would require discovery and preservation of resources if found on the project site which would reduce impacts to a less than significant level.

Existing and planned land uses in the project vicinity would be exposed to an increase in ambient vibration levels due to project construction activities. Mitigation would reduce the construction impacts from vibratory impacts to a less than significant level.

Land uses in the project vicinity would be exposed to a substantial temporary increase in ambient noise levels due to project construction activities. Mitigation would reduce construction noise to a less than significant level.

An existing gap in sidewalks on the north side of Tasman Drive between Calle Del Sol and the Lafayette Street overcrossing would create a safety hazard for pedestrians. Sidewalk improvements would be required to address safety concerns and reduce impacts to a less than significant level.

The proposed Specific Plan would contribute considerably to identified exceedances of the existing pump station capacity at the Raballo and Northside Pump Stations. The city will require fair share payments from the projects in the plan area to reduce this impact to a less than significant level.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

None identified

Provide a list of the responsible or trustee agencies for the project.

None Identified