Notice of Preparation
Draft Environmental Impact Report
For the University Station Residential Master Plan

DATE: May 23, 2025

TO: State Clearinghouse, Responsible Agencies, Trustee Agencies, and Other Interested Agencies; Interested Parties and Organizations

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the University Station Residential Master Plan and Notice of Public Scoping Meeting

LEAD AGENCY: City of Santa Clara
Community Development Department, Planning Division
1500 Warburton Avenue
Santa Clara, California 95050

CONTACT: Steve Le, Senior Planner
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NOTICE IS HEREBY GIVEN THAT The City of Santa Clara (lead agency) will prepare a Draft Environmental Impact Report (EIR) for the proposed University Station Residential Master Plan. This Notice of Preparation (NOP) is being distributed to applicable responsible agencies, trustee agencies, and interested parties as required by the California Environmental Quality Act (CEQA). Interested agencies are requested to comment on the project's scope and on the content of the descriptions of the significant environmental issues and reasonable alternatives and mitigation measures to be explored in the Draft EIR. The project location and description are summarized below.

A 30-DAY NOP REVIEW PERIOD: The City solicits comments regarding the scope and content of the Draft EIR from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved agencies. In accordance with the time limits established by CEQA, the NOP public review period will **begin on May 23, 2025, and end on June 23, 2025**. Please send your written/typed comments (including name, telephone number, and contact information) by **5:00 p.m. on June 23, 2025** to:

Email: SLe@SantaClaraCA.gov
OR
Mail: City of Santa Clara – Community Development Department
Attn: Steve Le, Senior Planner
1500 Warburton Avenue
Santa Clara, California 95050

PUBLIC SCOPING MEETING: The City will hold a hybrid Scoping Meeting to: 1) inform the public and interested agencies about the proposed project; and 2) solicit public comment on the scope of the environmental issues to be addressed in the Draft EIR as well as the range of practicable alternatives to be evaluated. The date, time and place of the meeting are as follows:

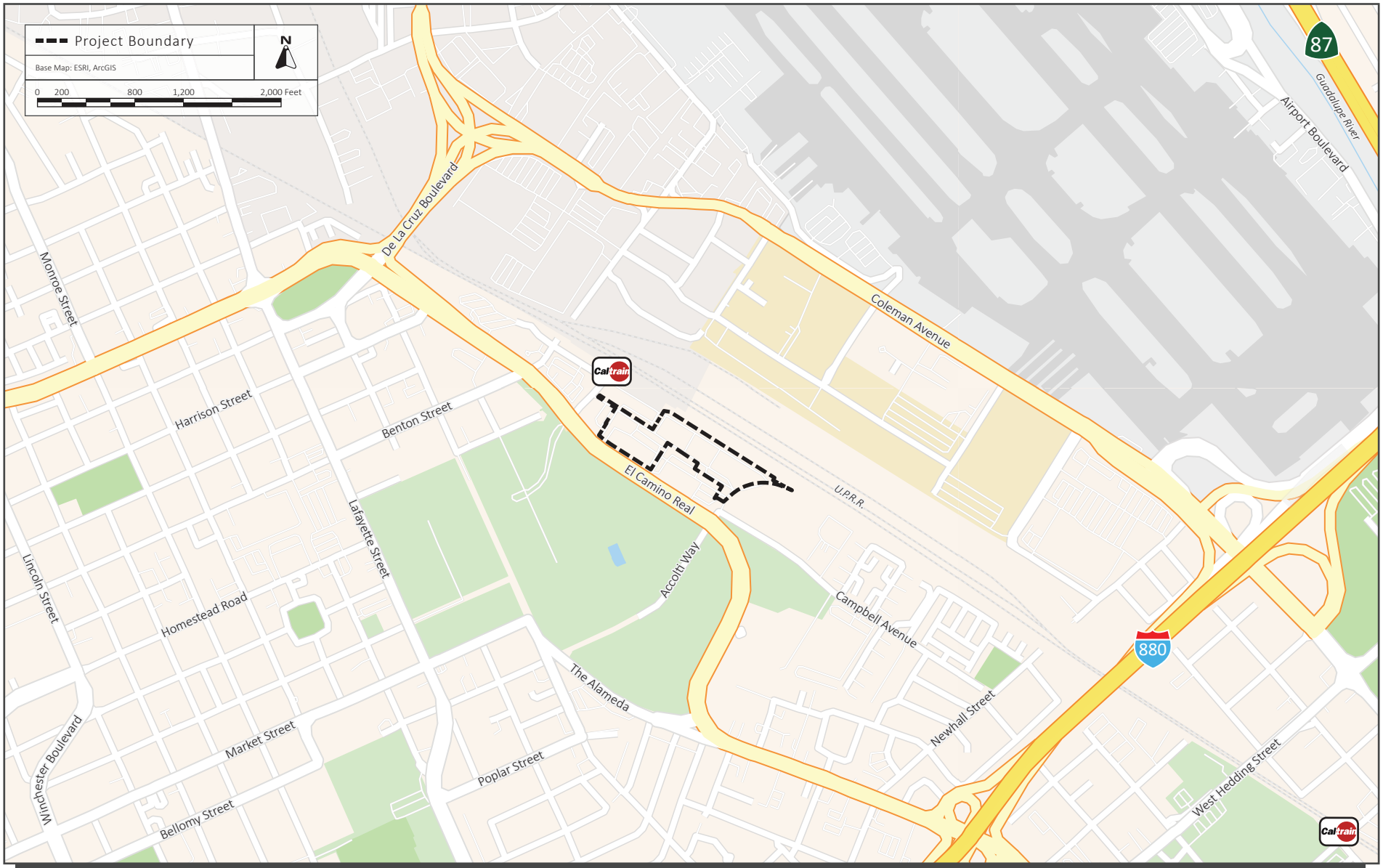
June 4, 2025
5:30 p.m. to 7:00 p.m.
Zoom Webinar
https://santaclaraca.zoom.us/j/86086449815
Webinar ID: 860 8644 9815

PROJECT RELATED DOCUMENTS: Project related documents, including this NOP, can be found on the project webpage:

https://www.santaclaraca.gov/Home/Components/BusinessDirectory/BusinessDirectory/529/2495?npage=4

PROJECT LOCATION: Santa Clara is in northwest Santa Clara County, in an area commonly referred to as the South Bay or Silicon Valley. Santa Clara is surrounded by the City of Sunnyvale to the west, the City of San José to the south and east, and the San Francisco Bay to the north. Regional access to Santa Clara is via Interstate 280 to the south and US Highway 101 to the north. The approximately 10.96 gross acre project site is comprised of two parcels located at 451 El Camino Real in Santa Clara (Assessor's Parcel Number [APN] 230-09-020; 10.02 acres) and one parcel in San José without a physical address (APN 230-09-021; 0.94 acre) that is accessed via the site in Santa Clara. The project site is situated between El Camino Real to the southwest and the Southern Pacific railroad lines (that serve Caltrain, Amtrak, Altamont Corridor Express, and Union Pacific freight trains) to the northeast. The project location is shown in Figure 1.

PROJECT BACKGROUND: The site is currently developed with four office buildings (which total 216,000 square feet of office space), two parking garages, and surface parking lots.



VICINITY MAP

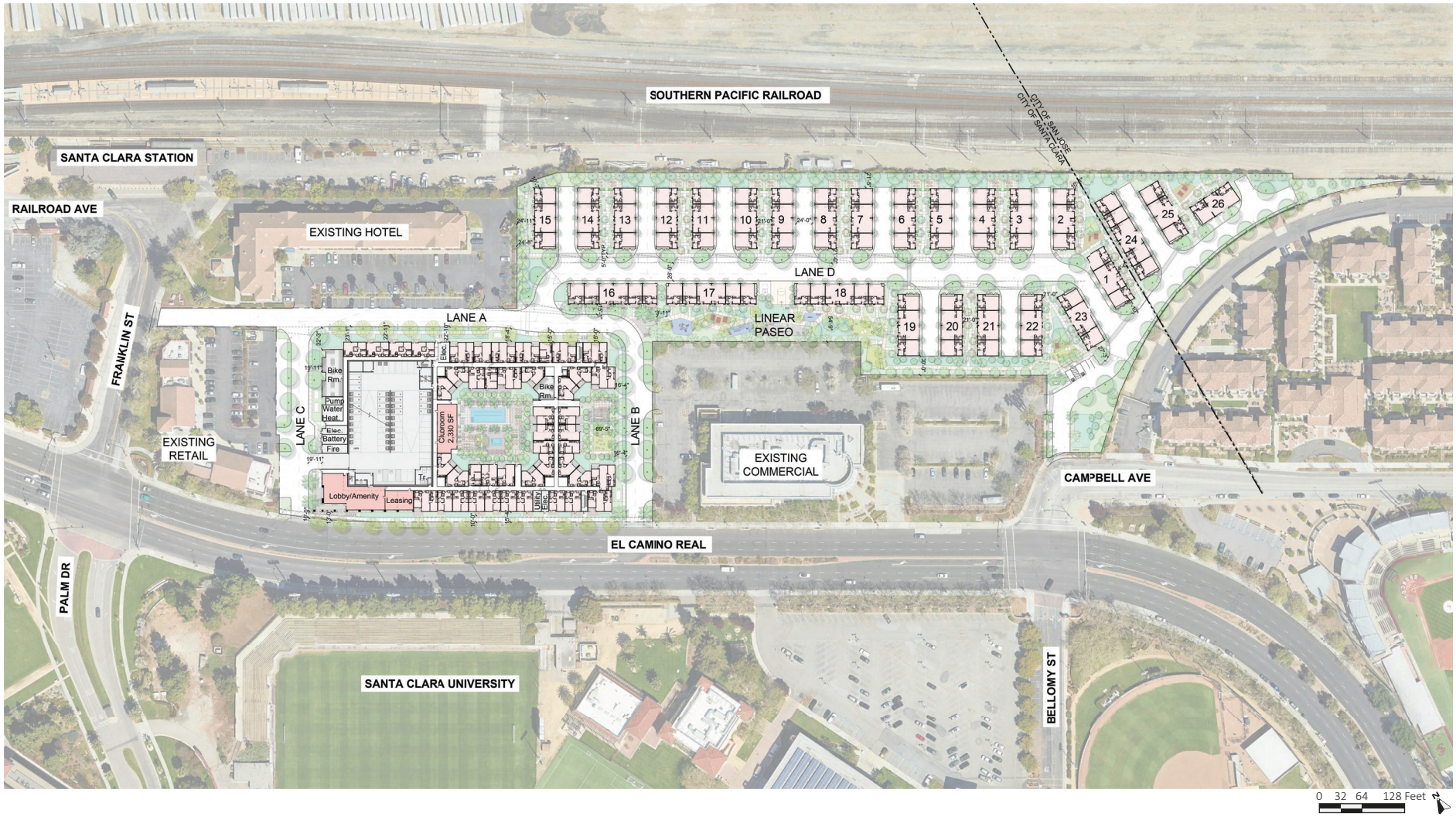
FIGURE 1

PROJECT DESCRIPTION: The project proposes to demolish the existing four office buildings (which total 216,000 square feet of office space) and two parking garages, and construct a new five-story building with up to 297 multi-family residential units and up to 111 three-story townhouse units distributed amongst 26 buildings. The multi-family residential building's roof would include screened mechanical units, and the maximum height of the building would be approximately 64 feet above grade. The maximum height of the townhouse units would be approximately 38 feet. Thirteen of the townhouse units would be located on what is currently a 0.94-acre parcel in the City of San José (as discussed in further detail below) and the remaining townhouse units and the multi-family building would be on the parcel in the City of Santa Clara. The average density of the project would be 37 dwelling units per acre. The project would also construct a new approximately 8.5-foot-wide sidewalk along the project frontage adjacent to the proposed multi-family residential development on El Camino Real and along the project frontage on Campbell Avenue.

As proposed, the project would annex the 0.94-acre San José parcel to the City of Santa Clara. If the detachment and annexation of the parcel are approved, the Santa Clara General Plan would be amended to designate the annexed parcel to Santa Clara Station Mixed Use (Santa Clara Station Regional Commercial and Santa Clara Station High Density Residential) and the annexed parcel would be rezoned to the Mixed Use-Regional Commercial (MU-RC) zoning district. If the detachment and annexation of the 0.94-acre San Jose parcel are not approved, the parcel would remain in the City of San José. The City of San José's General Plan would be amended to designate the parcel Mixed-Use Neighborhood (MUN) and the parcel would be rezoned to the Mixed-Use Neighborhood (MUN) zoning district. The 10.02-acre Santa Clara portion of the site would retain its existing Santa Clara Station Mixed Use (Santa Clara Station Regional Commercial and Santa Clara Station High Density Residential) General Plan designation. In accordance with Assembly Bill 3194's amendments to the Housing Accountability Act, the 10.02-acre parcel would not require rezoning.

The project would comply with Santa Clara's Affordable Housing Ordinance and the affordability requirements of the State Density Bonus Law. If the 0.94-acre San Jose parcel is not annexed to Santa Clara, the townhouse units on that parcel would comply with San Jose's Inclusionary Housing Ordinance rather than Santa Clara's Affordable Housing Ordinance.

The proposed site plan and conceptual elevations are shown below on Figures 2 and 3, respectively.



Source: ktgy Architecture + Planning, August 20, 2024.

CONCEPTUAL SITE PLAN

FIGURE 2

MULTI-FAMILY BUILDING

LEFT ELEVATION

FRONT ELEVATION

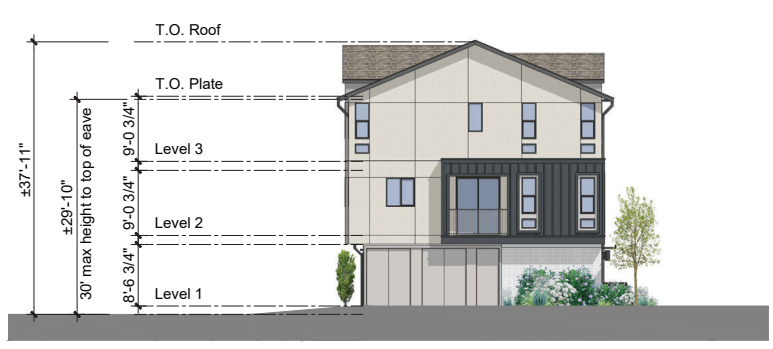
RIGHT ELEVATION

REAR ELEVATION

TOWNHOUSE BUILDINGS

LEFT ELEVATION

FRONT ELEVATION



RIGHT ELEVATION

REAR ELEVATION

Source: ktgy Architecture + Planning, August 20, 2024.

CONCEPTUAL PROJECT ELEVATIONS

FIGURE 3

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR will evaluate potential environmental impacts of the project. The Draft EIR will also propose mitigation to avoid and/or reduce impacts deemed potentially significant, identify reasonable alternatives, and compare the environmental impacts of the alternatives to the project's impacts.

In accordance with State CEQA Guidelines Section 15063(a), the Draft EIR will evaluate potentially significant environmental effects related to the following environmental resources:

Aesthetics: The Draft EIR will analyze potential impacts due to changes in building mass, height, and lighting envisioned in the project.

Air Quality: The EIR will address the project's impacts on local and regional air quality in accordance with CEQA and Bay Area Air District (BAAD) guidelines and thresholds.

Biological Resources: The project area is developed and generally does not provide suitable habitat for special-status species. The Draft EIR will discuss impacts to migratory birds associated with landscaping on-site and address consistency with the City's Tree Preservation Ordinance.

Cultural and Tribal Cultural Resources: The Draft EIR will include a discussion of potential impacts to cultural, tribal cultural, and archaeological resources that could result from implementation of the project. In addition, the Draft EIR will outline the projects compliance with Assembly Bill 52 and Senate Bill 18 requirements regarding consultation with Native American tribal representatives.

Energy: The Draft EIR will examine whether energy use by the project would be wasteful, inefficient, or unnecessary, or would conflict with an applicable plan for renewable energy or energy efficiency.

Geology and Soils: The Draft EIR will analyze potential geological and seismic impacts from project construction and operation.

Greenhouse Gas Emissions: The Draft EIR will evaluate whether emissions associated with the project would conflict with greenhouse gas emissions reduction goals and plans.

Hazards and Hazardous Emissions: The Draft EIR will analyze the potential for hazardous materials contamination within and near the project area. The analysis will focus on the potential for these materials to be released during construction of the project.

Hydrology and Water Quality: The Draft EIR will analyze the potential water quality impacts of development on-site. The Draft EIR will also address impacts related to special flood hazard zones and inundation, if any.

Land Use and Planning: The Draft EIR will analyze whether the project would conflict with relevant land use plans, policies, and regulations such that environmental impacts would result.

Noise and Vibration: The Draft EIR will analyze short-term impacts due to potential construction noise on sensitive residential receptors in the vicinity and long-term noise exposure from operational noise sources.

Population and Housing: The Draft EIR will analyze the potential for the project to displace existing people or housing, and whether implementation of the project would lead to unplanned population growth.

Public Services: Implementation of the project could increase the demand for public services, including fire, police protection, parks, and libraries. The Draft EIR will address the availability of public facilities and determine if implementation of the project would require the construction of new public facilities.

Recreation: The Draft EIR will analyze potential impacts to parks and recreational facilities resulting from the population growth that would be generated by the project.

Transportation: Based on the City of Santa Clara's requirements, a Transportation Analysis (TA) will be prepared to analyze the project's transportation impacts, including potential impacts on pedestrian, bicycle, and transit services. The findings of the TA will be incorporated into the Draft EIR.

Utilities and Service Systems: The Draft EIR will evaluate project impacts on existing utilities and service systems, such as water and sanitary sewer services, and solid waste disposal.

Other Required Analyses: Although no significant impacts are anticipated for these environmental resources, the Draft EIR would also include a discussion regarding the following environmental resources:

- Agriculture and Forestry Resources
- Mineral Resources
- Wildfire

The Draft EIR will also discuss the cumulative impacts of the project in combination with other past, present, and reasonably foreseeable probable future projects in the vicinity. The Draft EIR will address alternatives to the project that would reduce or avoid identified significant impacts. In conformance with the CEQA Guidelines, the Draft EIR will include consistency with local and regional plans and policies, growth inducing impacts, significant irreversible changes, references, and organizations/persons consulted, and Draft EIR authors.

PURPOSE OF THIS NOTICE: In accordance with the State CEQA Guidelines Section 15082, the City has prepared this NOP to inform agencies and interested parties that an EIR will be prepared for the above-referenced project. The purpose of a NOP is to provide sufficient information about the project to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR, including mitigation measures that should be considered and alternatives that should be addressed.