

Draft Environmental Impact Report
University Station Residential Project
SCH# 2025050963

Prepared by



In Consultation with



April 2026

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Summary

The City of Santa Clara, as the Lead Agency, has prepared this Draft Environmental Impact Report (EIR) for the University Station Residential project in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

As the CEQA Lead Agency for this project, the City of Santa Clara is required to consider the information in the EIR along with any other available information in deciding whether to approve the project. The basic requirements for an EIR include discussions of the environmental setting, significant environmental impacts (including growth-inducing impacts and cumulative impacts), mitigation measures, and alternatives. It is not the intent of an EIR to recommend either approval or denial of a project.

Summary of the Project

The approximately 10.96 gross acre project site is comprised of two parcels located at 451 El Camino Real in Santa Clara and one parcel in San José without a physical address 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 to the northeast. The site is currently developed with four office buildings, two parking garages, and surface parking lots. The project would demolish the four existing office buildings and two parking garages, and construct a new five-story building with 297 multi-family residential units and 111 three-story townhouse units distributed amongst 26 buildings. Thirteen of the townhouse units would be located on what is currently the San José parcel, and that parcel would be annexed to Santa Clara. The remaining townhouse units and the multi-family building would be on the Santa Clara parcels. A more detailed project description is provided in Section 2.2 Project Description.

Summary of Significant Impacts and Mitigation Measures

This section summarizes significant impacts and mitigation measures identified for the project. A detailed discussion of impacts and mitigation measures is provided in Section 3.0 Environmental Setting, Impacts, and Mitigation measures.

Significant Impact	Mitigation Measures
Biological Resources	
Impact BIO-1: Construction of the proposed project could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment, which would constitute a significant impact under the Migratory Bird Treaty	MM BIO-1.1: The project applicant shall schedule demolition and construction activities to avoid the nesting season if feasible. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1st through August 31st (inclusive). MM BIO-1.2: If demolition and construction cannot be scheduled between September 1st and January 31st (inclusive), pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that

Act (MBTA) and California Department of Fish and Wildlife (CDFW). (Less than Significant Impact with Mitigation Incorporated)	no nests shall 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 1st through April 30th inclusive) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1st through August 31st inclusive). During this survey, the ornithologist shall 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 shall 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 shall not be disturbed during project construction. Prior to any tree removal, or approval of any grading or demolition permits (whichever occurs first), the ornithologist shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Community Development Director or Director's designee.
Cultural Resources	
Impact CUL-1: Construction activities associated with the project could disturb unknown archaeological resources. (Less than Significant Impact with Mitigation Incorporated)	MM CUL-1.1: Prior to issuance of any demolition or grading permits, a qualified archaeological consultant will conduct subsurface sampling in identified sensitive areas on-site (based on the Archaeological Sensitivity Assessment) to determine if subsurface archeological resources are present. If requested by a tribe registered with the Native American Heritage Commission (NAHC) for the City of Santa Clara that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code Section 21080.3, a Native American monitor will assist in the implementation of the subsurface sampling. Testing for historic-era resources shall extend to a depth of four feet below the current ground surface. Testing for prehistoric resources shall extend to a depth of eight feet below the current ground surface. In the event that no significant resources are discovered, the archaeological consultant shall prepare a findings report to be submitted to the Director of Community Development for review and approval and no further field work would be required prior to the start of construction. In addition, Mitigation Measures CUL-1.3 through CUL-1.5 (listed below) would be required to be implemented. In the event that significant resources are discovered on-site, a site-specific cultural resources treatment plan shall be prepared by the archaeological consultant and approved by the Director of Community Development. Implementation of the plan will occur prior to issuance of any grading permits in conformance with the steps outlined below. Depending on the extent of the investigation outlined in the treatment plan, demolition permits may be required and will be issued (if needed) after review and approval of the plan by the Director of Community Development.

1. Investigation – Resource Identification

Archaeologists will investigate features to determine their potential significance. Decisions will be made about which features will be subject to archaeological data recovery.

Determination of significance of historic archaeological property types is tied directly to their historical context and relevance to research themes further discussed below. Usefulness of a property type (feature) with regard to relevant research themes determines the legal importance of that resource. Also germane to the importance of property types are assessments of integrity, land use history, and comparison with other known similar property types. Especially relevant here are issues that cannot be addressed using data from other sources. The purpose of identifying relevant research themes is to help predict areas of special concern, given expected property types. Determination of relevance to research themes is critical to the identification of significant features in the field.

If data recovery is determined to be appropriate, excavation will target recovery of an appropriate amount of information from archaeological deposits to determine potential of the resource to address specific research questions. If it occurs, data recovery will emphasize understanding of the archaeological deposit's structure, including features and stratification, horizontal and vertical extent, and content including the nature and quantity of artifacts.

2. Reporting

Upon completion of the field work, a findings report will be prepared consistent with the outline below and will focus on particular finds encountered during the excavation. All reports will at a minimum meet the Secretary of the Interior's Standards for Archaeological Documentation. The report will be submitted to the applicant and all reviewing agencies, and will ultimately be filed with the Northwest Information Center at Sonoma State University.

The technical report on project results may address the following elements: executive summary; statement of scope, including project location and setting; background contexts or summaries; summary of previous research, historical and archaeological; research goals and themes; field and laboratory methodologies; descriptions of recovered materials; findings and interpretations, referencing research goals; conclusions; references cited; and appendices such as artifact catalogs, special studies, and other information relevant to the project and findings.

MM CUL-1.2: Upon completion of all field work, but before completion of the Findings Report (outlined in MM CUL-1.1), a preliminary report outlining the data recovery work on the site shall be submitted to the Director of Community Development for review and approval prior to issuance of grading or building permits.

MM CUL-1.3: Prior to the commencement of construction activities on-site, the applicant shall secure the services of a qualified archaeologist and a representative of a tribe registered with the Native American Heritage Commission (NAHC) for the City of Santa Clara that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code Section 21080.3. The qualified archaeologist and tribal representative shall prepare a workforce environmental awareness program (WEAP) to instruct construction workers of the obligation to protect and preserve valuable resources. The WEAP shall be reviewed and approved by the City's Community Development Director, or his or her designee, prior to the issuance of construction and grading permits. This program shall be provided to all construction workers as a field training prior to the beginning of ground-disturbing activities, and shall include a discussion of applicable laws and penalties under the laws; samples or visual aids of resources that could be encountered in the project vicinity; instructions regarding the need to halt work in the vicinity of any potential archaeological and Native American resources encountered; and measures to notify their supervisor, the applicant, and the specialist(s).

MM CUL-1.4: Ground-disturbing activities (including, but not limited to, excavation, grading, irrigation installation, foundation preparation, and utility trenching) shall be monitored by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards and, if requested by a tribe registered with the Native American Heritage Commission (NAHC) for the City of Santa Clara that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code Section 21080.3, a Native American monitor. The qualified archaeologist and Native American representative shall be given five days' written notice prior to the start of any ground-disturbing activity. The project applicant shall document receipt of notification in writing. The qualified archaeologist shall have authority to halt construction activities temporarily in the immediate vicinity of an unanticipated find until its significance can be assessed by the qualified archaeologist. A summary report of the monitoring results, including any protective measures implemented, shall be submitted to the City prior to the issuance of building permits.

MM CUL-1.5: In the event that archaeological deposits or materials of any kind are inadvertently exposed during any construction activity, work within 50 feet of the find shall cease until the qualified archaeologist can assess the find and provide recommendations for further treatment, if warranted. The archaeologist, in consultation with the project applicant, shall make the necessary plans for treatment of the find(s) if the resource is eligible for listing on the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). Construction within a radius determined by the archaeologist shall not recommence until the assessment is complete.

a. Any treatment other than preservation in place must be approved by the City of Santa Clara. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with

	the aim to target the recovery of important scientific data contained in resource. b. The culturally affiliated tribe(s) who consulted on the project, or if no consultation occurred the tribe identified by the Native American Heritage Commission (NAHC), shall determine the disposition of any tribal cultural resources (TCR) artifacts discovered during on-site excavation or construction activities or TCR artifacts resulting from execution of a treatment plan. The disposition of TCR artifacts shall include, but not be limited to, reburying in close proximity of the finds without scientific study, allowing scientific study before reburying the materials either near the origin of the find or in another protected place, or temporary curation at a facility at an institution that meets the U.S. Secretary of the Interior's criteria for curation (36 CFR 79) prior to reburial. Disposition of any TCR artifacts shall be subject to approval by the culturally affiliated tribe. All curation fees and related expenses shall be paid by the project applicant. c. To ensure adequate space and protection are provided for reburial of any TCRs discovered on the project site, the Permittee shall designate a cultural easement area. The easement area shall be in a location that will not be subject to future disturbance and that will not require the relocation of buildings or other physical improvements on the site. d. The registered professional archaeologist shall file State of California Department of Parks and Recreation (DPR) Series 523 forms for the cultural easement/TCR reburial location (if used) with the California Historical Resources Information System (CHRIS) Center in accordance with the guidelines established by the California Office of Historic Preservation. The DPR Series 523 forms shall establish a permanent record of the cultural easement location and any TCRs discovered on the project site for future site identification and protection. The registered professional archeologist shall also file a Sacred Lands File record with the NAHC on behalf of the culturally affiliated tribe.
Impact CUL-2: The proposed project could result in the disturbance of human remains during excavation of the project site. (Less than Significant Impact with Mitigation Incorporated)	MM CUL-2.1: 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 will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.
Geology and Soils	
Impact GEO-1: Construction of the proposed project could result in the disturbance and/or accidental destruction of unknown paleontological	MM GEO-1.1: If vertebrate fossils are discovered during construction, all work on the site shall stop immediately, the Director of Community Development or the Director's designee shall be notified, and a qualified professional paleontologist shall assess the nature and importance of the find and recommend appropriate treatment. Treatment may include, but is

resources, if any resources are on-site. (Less than Significant Impact with Mitigation Incorporated)	not limited to, preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The project applicant shall be responsible for implementing the recommendations of the qualified paleontologist. A report of all findings shall be submitted to the Director of Community Development or the Director's designee.
Hazards and Hazardous Materials	
Impact HAZ-1: Development of the project could result in an impact to construction workers and nearby sensitive receptors from exposure to contaminated soil and soil vapor. (Less than Significant Impact with Mitigation Incorporated)	MM HAZ-1.1: Due to detections of various contaminants above regulatory environmental screening levels in the subsurface soils and soil vapor, prior to issuance of any grading permit, the applicant shall obtain regulatory oversight from the Regional Water Quality Control Board (RWQCB) under their Site Cleanup Program. The applicant shall meet with the RWQCB and perform additional soil, soil vapor, and groundwater sampling and testing, as needed, to adequately define the known and suspected contamination from past uses of concern. In addition to a Health and Safety Plan (HSP), a Site Management Plan (SMP), Removal Action Plan (RAP), or equivalent document shall be prepared under regulatory oversight and approval by a qualified environmental consultant that identifies remedial measures and/or appropriate management practices to ensure construction worker safety and protect the health of nearby sensitive receptors. These appropriate management practices shall include measures to sample excavated soil that will be exported from the site to ensure proper disposal and sampling of any soil that will be imported to the site to confirm that no contaminants are introduced to the existing soil on-site. The plans and evidence of regulatory oversight shall be provided to the Planning Manager of the Planning Division, or their designee.

Summary of Project Alternatives

CEQA requires that an EIR identify alternatives to a project as it is proposed. The CEQA Guidelines specify that the EIR should identify alternatives which “would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.” The purpose of the alternatives analysis is to determine whether there are alternatives of design, scope, or location which would substantially lessen the significant impacts, even if those alternatives “impede to some degree the attainment of the project objectives” or are more expensive (CEQA Guidelines Section 15126.6).

No significant and unavoidable impacts were identified for the proposed project. However, significant impacts were identified related to biological resources, cultural resources, geology and soils, and hazards and hazardous materials that would be reduced to a less than significant level with implementation of mitigation measures.

While CEQA does not require that alternatives must be capable of meeting all of the project objectives, their ability to meet most of the objectives is considered relevant to their consideration.

The project objectives are identified in Section 2.3 Project Objectives of this EIR. A summary of the four project alternatives considered and evaluated in this EIR is provided below. The EIR considered three other alternatives but rejected them for further analysis. Refer to Section 7.0 Alternatives for the full discussion of each considered alternative and an explanation of why certain alternatives were considered but rejected for further analysis.

No Project, No Redevelopment and No Project, Redevelopment Alternatives

The CEQA Guidelines specifically require consideration of a “No Project” Alternative. The purpose of including a No Project Alternative is to allow decision makers to compare the impacts of approving the project with the impacts of not approving the project. The CEQA Guidelines specifically advise that the No Project Alternative shall address both the existing conditions and “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services” (Section 15126.6(e)(2)).

Under the No Project, No Redevelopment Alternative, the project site would remain as it is today, and no annexation would occur. The No Project, No Redevelopment Alternative would avoid all impacts associated with the project, as no changes would occur to the existing improvements on-site.

Under the No Project, Redevelopment Alternative, the portion of the site within the City of Santa Clara could be redeveloped consistent with the development density allowed under the existing General Plan designation. The No Project, Redevelopment Alternative could result in a residential development on-site; however, it could result in more significant environmental impacts because more units could be constructed on-site compared to the proposed project.

Redistributed Housing Units Alternative

The purpose of the Redistributed Housing Units Alternative is to avoid exposing future residents adjacent to the northern site boundary to excessive levels of vibration from train pass-bys. Under this alternative, approximately 16 of the townhouse units would be removed from the northernmost portion of the site and would be replaced by 16 additional apartment units in the multi-family residential building in order to maintain the required minimum development density for the site.

No Annexation, Redevelopment Alternative

The purpose of the No Annexation, Redevelopment Alternative was to evaluate what could occur on-site in the unlikely scenario that the proposed annexation of the 0.94-acre San José parcel was not approved. Under this alternative, the portion of the site in the City of Santa Clara would be redeveloped with 98 townhouse units and 297 apartment units in the same locations as the currently proposed project. This would provide 13 fewer residential units than the proposed project; therefore, it would not assist the City with its Regional Housing Needs Allocation obligations to the same extent as the proposed project.

Areas of Controversy

Section 15123 of the State CEQA Guidelines requires the summary section of a Draft EIR to identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public. Areas of concern include:

- Pedestrian and bicyclist safety at surrounding intersections
- Traffic congestion in the vicinity and roadway operations
- Parking impacts at nearby properties
- Construction impacts at nearby properties and on adjacent roadways
- Dewatering required during excavation and construction on-site
- Flood inundation risk at the site
- Density of the residential development on-site

Section 1.0 Introduction and Purpose

1.1 Purpose of the Environmental Impact Report

The City of Santa Clara, as the Lead Agency, has prepared this Draft Environmental Impact Report (EIR) for the University Station Residential project in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

As described in CEQA Guidelines Section 15121(a), an EIR is an informational document that assesses potential environmental impacts of a proposed project, as well as identifies mitigation measures and alternatives to the proposed project that could reduce or avoid adverse environmental impacts (CEQA Guidelines 15121(a)). As the CEQA Lead Agency for this project, the City of Santa Clara is required to consider the information in the EIR along with any other available information in deciding whether to approve the project. The basic requirements for an EIR include discussions of the environmental setting, significant environmental impacts including growth-inducing impacts, cumulative impacts, mitigation measures, and alternatives. It is not the intent of an EIR to recommend either approval or denial of a project.

1.2 EIR Process

1.2.1 Notice of Preparation and Scoping

In accordance with Section 15082 of the CEQA Guidelines, City of Santa Clara prepared a Notice of Preparation (NOP) for this EIR. The NOP was circulated to local, state, and federal agencies on May 23, 2025. The standard 30-day comment period concluded on June 23, 2025. The NOP provided a general description of the proposed project and identified possible environmental impacts that could result from implementation of the project. The City of Santa Clara also held a public scoping meeting on June 4, 2025, to discuss the project and solicit public input as to the scope and contents of this EIR. The meeting was held at the City of Santa Clara City Hall. Appendix A of this EIR includes the NOP and comments received on the NOP.

1.2.2 Draft EIR Public Review and Comment Period

Publication of this Draft EIR will mark the beginning of a 45-day public review period. During this period, the Draft EIR will be available to the public and local, state, and federal agencies for review and comment. Notice of the availability and completion of this Draft EIR will be sent directly to every agency, person, and organization that commented on the NOP, as well as the Office of Land Use and Climate Innovation.

Written comments concerning the environmental review contained in this Draft EIR during the 45-day public review period should be sent to:

Steve Le, Senior Planner
Community Development Department
Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050
Email: Sle@santaclearaca.gov

1.3 Final EIR/Responses to Comments

Following the conclusion of the 45-day public review period, City of Santa Clara will prepare a Final EIR in conformance with CEQA Guidelines Section 15132. The Final EIR will consist of:

- Revisions to the Draft EIR text, as necessary;
- List of individuals and agencies commenting on the Draft EIR;
- Responses to comments received on the Draft EIR, in accordance with CEQA Guidelines (Section 15088);
- Copies of letters received on the Draft EIR.

Section 15091(a) of the CEQA Guidelines stipulates that no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings. If the lead agency approves a project despite it resulting in significant adverse environmental impacts that cannot be mitigated to a less than significant level, the agency must state the reasons for its action in writing. This Statement of Overriding Considerations must be included in the record of project approval.

1.3.1 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 and available for public inspection 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 15094(g)).

Section 2.0 Project Information and Description

2.1 Project Location and Existing Setting

The approximately 10.96 gross acre project site is comprised of two parcels, one 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 acres) 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 site is currently developed with four office buildings, two parking garages, and surface parking lots.

The Santa Clara portion of the project site has a General Plan land use designation of Santa Clara Station Regional Mixed Use (Santa Clara Station Regional Commercial + Santa Clara Station High Density Residential) and is in the Planned Development zoning district. This General Plan designation permits residential development at 37 to 50 dwelling units per gross acre. The San José portion of the site is designated and zoned Light Industrial (LI).

Regional and vicinity maps of the site are shown below on Figure 2.2-1 and Figure 2.2-2, respectively, and an aerial photograph of the project site and the surrounding land uses is shown on Figure 2.2-3.

2.2 Project Description

As proposed, the project would remove the existing four office buildings (which total 217,000 square feet of office space) and two parking garages and construct a new five-story building with 297 multi-family residential units and 111 three-story townhouse units distributed amongst 26 buildings. Thirteen of the townhouse units would be located on what is currently the 0.94-acre San José parcel (which will be annexed to Santa Clara as described below) and the remaining townhouse units and the multi-family building would be on the Santa Clara parcel. The average density of the project would be 37 dwelling units per acre.

The project would comply with Santa Clara's Affordable Housing Ordinance and the affordability requirements of the State Density Bonus Law. The proposed multi-family residential building would provide 15 percent of the 297 units at affordable income levels averaging to no more than 100 percent of area median income (AMI), of which 10 percent would be affordable to lower income households. The proposed townhouses would provide 15 percent of the 111 units at affordable income levels averaging to no more than 100 percent of AMI, of which 10 percent would be affordable to moderate income households.

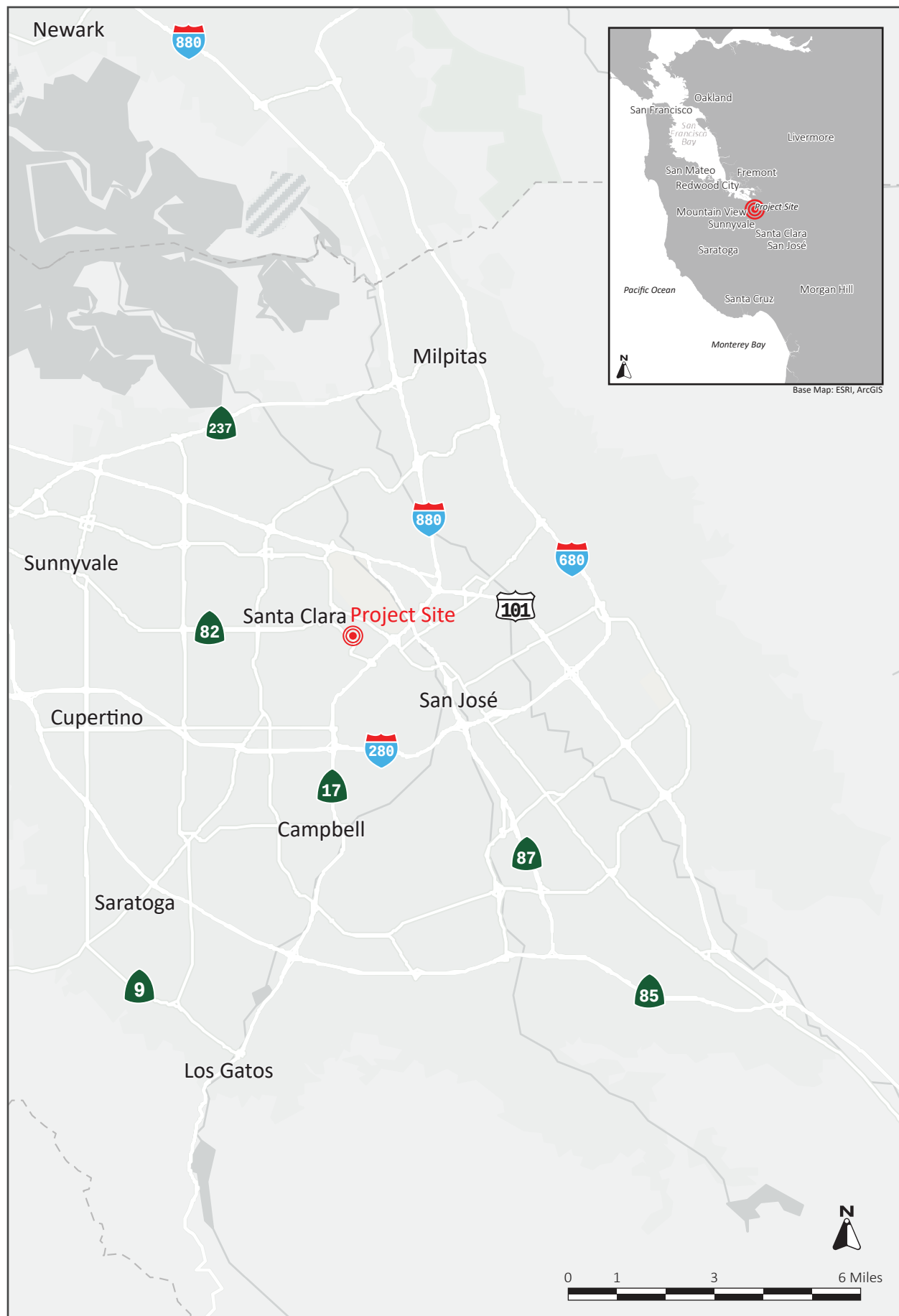
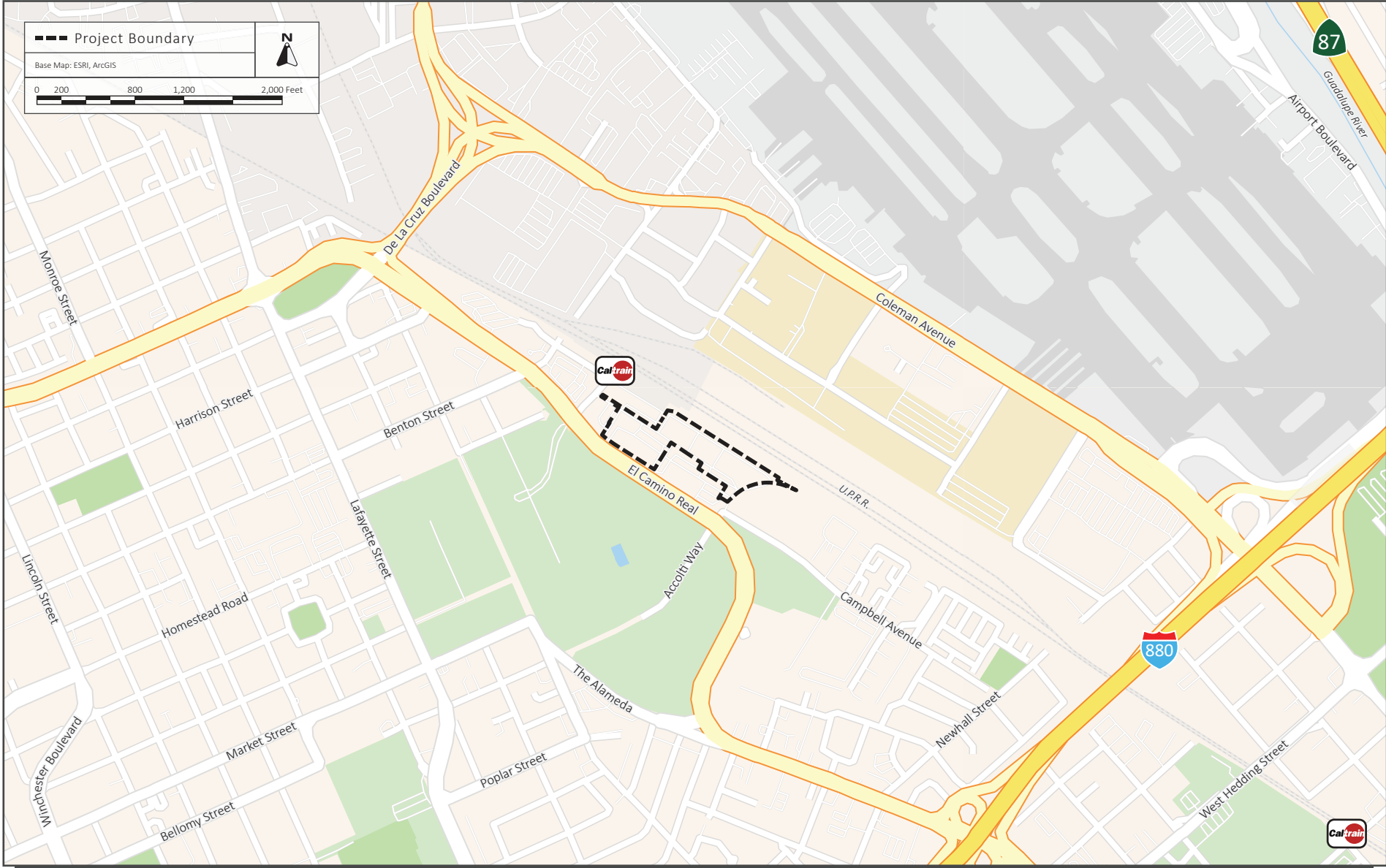
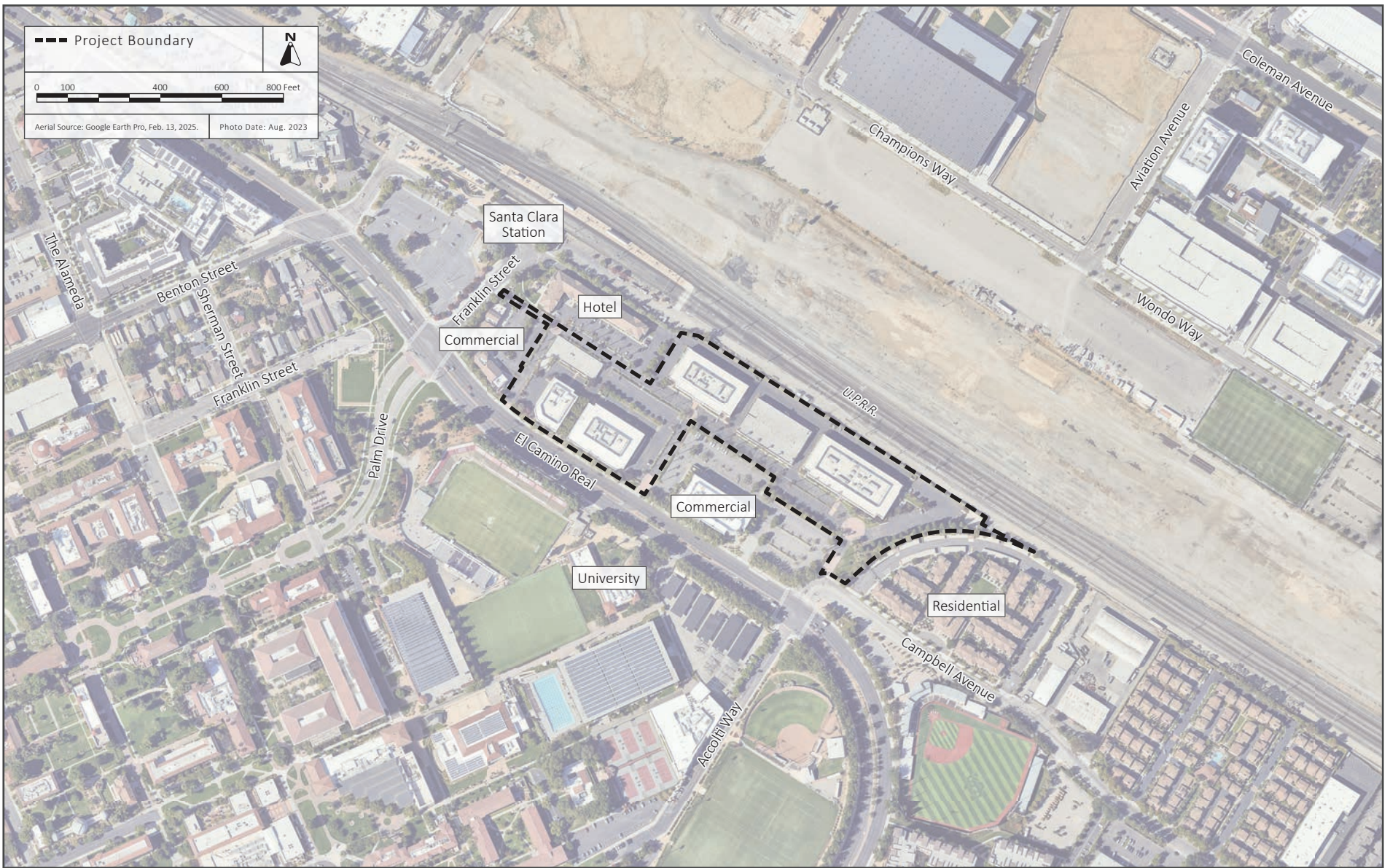


FIGURE 2.2-1



VICINITY MAP

FIGURE 2.2-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.2-3

All five levels of the proposed multi-family residential building would include residential units. The multi-family residential building's roof would include screened mechanical units. The maximum height of the multi-family residential building would be 60 feet above grade, as measured to the top of the parapet. The maximum height of the townhouse buildings would be 38 feet above grade, as measured to the top of the roof.

The proposed multi-family residential building would be set back approximately 10 to 15 feet from El Camino Real, and the townhouse development would be set back approximately 10 to 28 feet from the northern property line and approximately 150 feet from Campbell Avenue. The project would construct a new 8.5-foot-wide sidewalk along the project frontage adjacent to the proposed multi-family residential building on El Camino Real and along the project frontage on Campbell Avenue. The project would construct a 10-foot soundwall along the northern boundary of the site.

The primary project components are described below. A conceptual site plan is shown on Figure 2.2-4 and conceptual building elevations are shown in Figure 2.2-5.

2.2.1 Site Access and Parking

The proposed project would be accessed via four 26-foot-wide driveways located on El Camino Real, Franklin Street and Campbell Avenue, which would connect to internal drive lanes within the development.

The multi-family residential building would include a parking garage on the western end of the building. The parking garage would have 359 parking spaces, including dedicated parking spaces to accommodate electric vehicles (EV) consistent with 2025 Energy Code and 2025 CALGreen Tier 1 requirements. The parking garage would include six levels of parking (including a roof level) and have a maximum height of 64 feet, as measured to the top of the parapet.

Each townhouse unit would include an attached two-car garage on the ground floor, for a total of 222 parking spaces. All 222 parking spaces would have EV charging, consistent with 2025 Energy Code and 2025 CALGreen Tier 1 requirements. Specifically, 111 spaces would be Level 2 EV ready, and the other 111 spaces would be Level 1 EV ready. The project would include 12 on-street parking spaces on the site's internal streets which would be available to guests of the townhouse development. In addition, the project would provide 408 long-term bicycle parking spaces (297 for the multi-family development and 111 spaces for the townhouse development) and 15 short-term bicycle parking spaces (at the multi-family development).

2.2.2 Landscaping, Private Open Space, and Amenities

The project site includes 257 existing trees (223 trees on the Santa Clara parcel and 34 trees on the San José parcel). Of the 257 existing trees, 47 trees would remain and 210 trees (including 18 protected trees on the Santa Clara portion of the site and 15 ordinance-size trees on the San José portion of the site) would be removed. The project would plant approximately 450 new trees and would also plant new shrubs, groundcovers, and grasses on-site.

The proposed multi-family development would include a central courtyard area with a pool, spa, lounge/outdoor seating area, and landscaping/biotreatment areas. A second courtyard area would be located on the eastern end of the building and would include outdoor seating and landscaping. The townhouse development would have an outdoor paseo area that would include a picnic area, sporting areas (such as exercise equipment and basketball courts), an artificial turf dog run, and outdoor seating.

The multi-family development would include approximately 14,150 square feet of private open space, including private balconies and outdoor patio areas, and approximately 5,890 square feet of amenity space including a 3,560 square foot ground floor lobby area with leasing and amenity area and a 2,330 square foot clubhouse/pool lounge area. The townhouse development would include a total of approximately 11,400 square feet of private open space.

2.2.3 Utility Systems and Stormwater Treatment

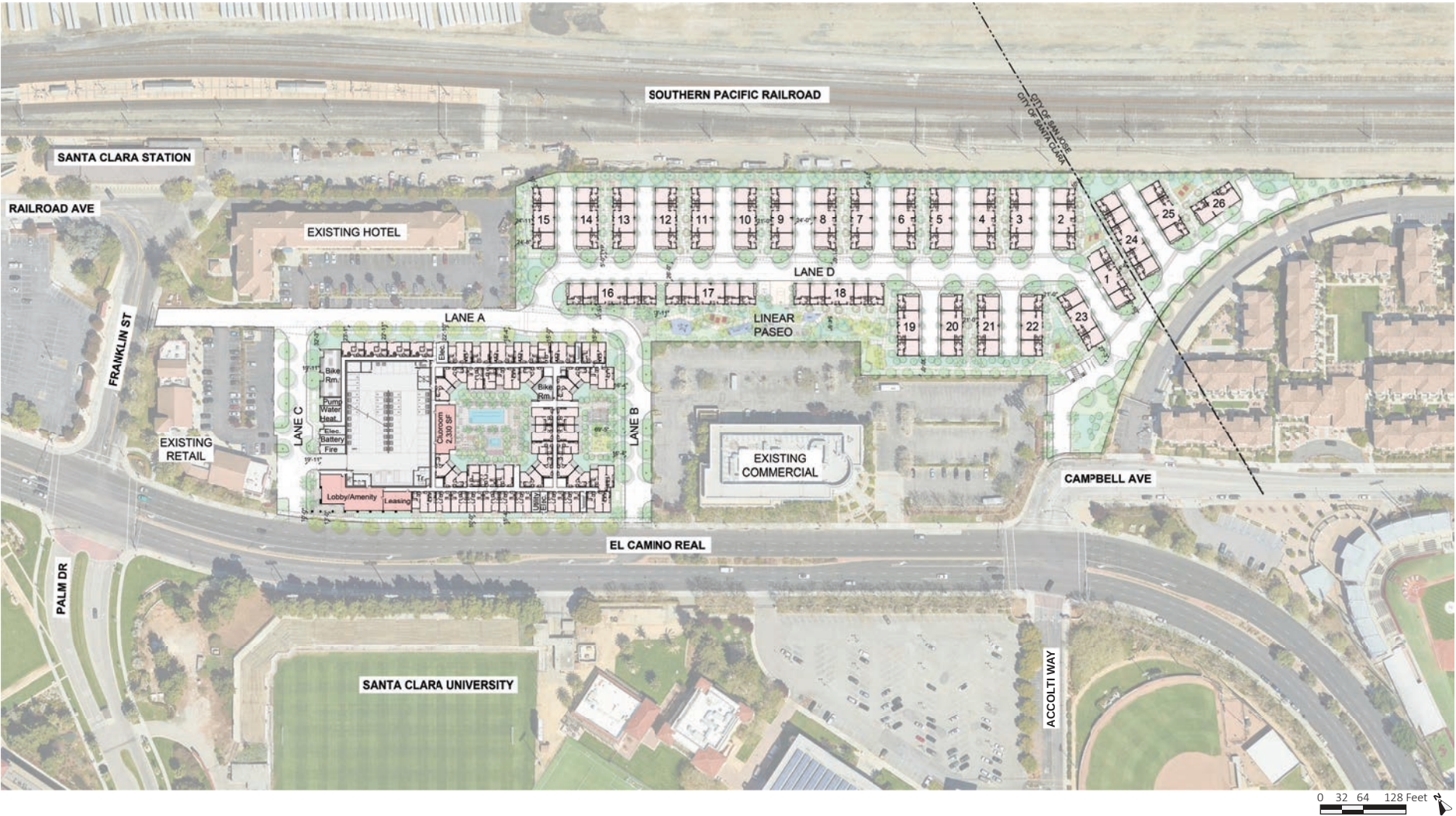
The proposed utility lines would connect to existing lines in El Camino Real and Campbell Avenue. The project's eight-inch sanitary sewer lines would connect to existing 18-inch sanitary sewer lines, 12- to 24-inch storm drain lines would connect to existing storm drain lines, and six- to eight-inch water lines would connect to the 12-inch water main in El Camino Real. The project's water and storm drain lines, at the southeastern portion of the site (adjacent to the townhouse development), would also connect to an existing 12-inch water main and 12-inch storm drain on Campbell Avenue. To facilitate these new lateral connections to the water main in El Camino Real, the project would replace approximately 60 linear feet of the existing 12-inch cast iron water main with new 12-inch ductile iron piping. The project would connect to existing electricity and telecommunication lines on-site.

Stormwater runoff from the project site would be treated at on-site bioretention areas before entering the City's stormwater system.

2.2.4 Green Building Measures

The project would meet all CALGreen and Energy Code requirements per the State of California and the City of Santa Clara. Project green building measures would include:

- Solar panels on the roof level of the townhouse units
- Solar panels on the multi-family residential building's roof, consistent with the 2025 Energy Code and 2025 CALGreen Tier 1 requirements
- Multiple tiers of EV charging parking spaces for both multi-family and townhouse units.
- Development would be 100 percent electric.
- Water-efficient plumbing fixtures



Source: ktgy Architecture + Planning, April 11, 2025.

CONCEPTUAL SITE PLAN

FIGURE 2.2-4

MULTI-FAMILY BUILDING



TOWNHOUSE BUILDING



Source: ktgy Architecture + Planning, April 11, 2025.

CONCEPTUAL PROJECT ELEVATIONS

FIGURE 2.2-5

- Construction Waste Management (i.e., recycling of materials)
- CalGreen Low Volatile Organic Compound (VOC) compliance finishes
- Energy-Star compliant appliances

2.2.5 Transportation Demand Management Measures

The City's Climate Action Plan (CAP) states that multi-family residential development projects are required to adopt a 20 percent reduction of vehicle miles traveled (VMT) with a 10 percent reduction through active transportation demand management (TDM) measures. The project TDM plan, completed in March 2025, includes the TDM measures and features listed below.

- Designating a Transportation Coordinator on-site
- Providing a New Resident Welcome Flyer
- Providing an Online Kiosk/TDM Information Board
- Providing trip planning assistance to residents
- Providing transit resources to residents (e.g., schedules, route maps & other info)
- Constructing pedestrian scale lighting on-site
- Constructing new walkways on-site
- Providing on-site bicycle parking
- Providing biking resources to residents (e.g., bikeway maps & other information)
- Providing ride-matching assistance to residents
- Providing residents with information regarding the Valley Transportation Authority (VTA) Ride-matching Service
- Providing incentives to residents for new carpools/vanpools
- Providing residents with information regarding the VTA Guaranteed Ride Home Service
- Providing residents with a high-bandwidth internet connection

The TDM Plan utilized the VTA VMT Evaluation Tool to quantify the amount of expected VMT reduction that each active TDM measure would achieve. The combination of these measures is expected to meet the required 10 percent VMT reduction.

2.2.6 Construction and Demolition

The project would be constructed in three phases. Phase 1 would include demolition of all structures on-site, site preparation, grading, and trenching over the course of approximately two months. The townhouse development would be constructed in Phase 2, which would have a duration of approximately 15 months. The multi-family residential building and parking structure would be constructed in Phase 3, which would have a duration of approximately 32 months. The total construction duration would be approximately 49 months. Construction activities would include demolition, grading, excavation, trenching (to access utilities), and construction of the proposed buildings. It is estimated that the maximum depth of excavation on-site would be 15 feet

to facilitate the installation of utility lines. The project would import approximately 22,000 cubic yards of soil to the site. No soil would be exported from the site.

2.2.7 General Plan Amendment, Detachment, Pre-Zoning and Annexation of the San José 0.94-acre Parcel

The project proposes to annex the 0.94-acre San José parcel to the City of Santa Clara, which would require the City of San José to approve the detachment of the parcel and the City of Santa Clara to approve the pre-zoning and annexation of the parcel to the City. The Santa Clara General Plan would be amended to designate the annexed parcel to Santa Clara Station Regional Mixed Use (Santa Clara Station Regional Commercial¹ 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 José 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 Regional 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. Santa Clara would apply the criteria of the MU-RC zone in a manner that facilitates and accommodates the density allowed on the site by the General Plan and proposed by the project.

For the purposes of the analysis in this EIR, it is assumed that the detachment (by the City of San José) and the annexation and rezoning (by the City of Santa Clara) of the 0.94-acre San José parcel would be approved.

2.3 Project Objectives

The project's objectives are as follows:

- Support the State's housing goals during a time of housing crisis by providing much needed housing, including affordable housing.
- Redevelop the property consistent with the land use policies and strategies provided in Plan Bay Area 2050 such as integrating affordable housing into all major housing projects and transforming aging office buildings into vibrant neighborhoods.
- Redevelop the project site consistent with the vision of the Santa Clara General Plan for higher-density residential development (37 to 50 dwelling units per acre) along major transportation corridors.

¹ Although no commercial uses are proposed as part of the project, this designation allows development to provide up to 3.0 floor area ratio (FAR) of commercial space.

- Provide a mix of for-sale and rental housing at a range of income levels and unit sizes, to assist the City in meeting its Regional Housing Needs Allocation obligations in accordance with its Housing Element.
- Annex the San José portion of the project site into Santa Clara to provide for efficient delivery of services and utilities.
- Replace underutilized office buildings and surface parking lots with modern, high-quality residential units and associated landscaping and amenities.
- Enhance the architectural and visual character of the neighborhood by improving the site with high-quality architecture and landscaping.
- Deliver an economically feasible development balancing market conditions and City objectives.

2.4 Uses of the EIR

This EIR will provide decision-makers in the City of Santa Clara (lead agency), City of San José (Responsible Agency), other public agencies, and the general public with relevant environmental information to use in considering the project. If the proposed project is approved, the EIR could be used by the cities of San José and Santa Clara in conjunction with discretionary approvals including, but not limited to, the following:

San José Approvals

- Detachment of the 0.94-acre San José parcel
- In the event Detachment and Annexation is not approved, San José approvals for the 0.94-acre parcel instead would include:
 - o General Plan Amendment to Mixed-Use Neighborhood (MUN)
 - o Rezoning to Mixed-Use Neighborhood (MUN)
 - o Site Development Permit
 - o Vesting Tentative Map
 - o Tree Removal Permit
 - o Affordable Housing Agreement
 - o Waivers and concessions pursuant to the State Density Bonus Law

Santa Clara Entitlements and Related Approvals

- General Plan Amendment for the 0.94-acre San José parcel to Santa Clara Station Regional Mixed Use (Santa Clara Station Regional Commercial and Santa Clara Station High Density Residential)
- Rezoning of the 0.94-acre San José parcel to MU-RC
- Annexation of the 0.94-acre San José parcel to the City of Santa Clara
- Architectural Review

- Vesting Tentative Map
- Tree Removal Permit
- Affordable Housing Agreement
- Waivers and concessions pursuant to the State Density Bonus Law

Review and Approvals by Other Government Agencies

- Local Agency Formation Commission of Santa Clara County (LAFCO) approval of the 0.94-acre San José parcel detachment from the City of San José and annexation to the City of Santa Clara
- Review of the General Plan Amendment and rezoning of the 0.94-acre San José parcel by the Santa Clara County Airport Land Use Commission for consistency with the Airport Land Use Compatibility Plan for the San José Mineta International Airport

Section 3.0 Environmental Setting, Impacts, and Mitigation

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

3.1	Aesthetics	3.11	Land Use and Planning
3.2	Agriculture and Forestry Resources	3.12	Mineral Resources
3.3	Air Quality	3.13	Noise
3.4	Biological Resources	3.14	Population and Housing
3.5	Cultural Resources	3.15	Public Services
3.6	Energy	3.16	Recreation
3.7	Geology and Soils	3.17	Transportation
3.8	Greenhouse Gas Emissions	3.18	Tribal Cultural Resources
3.9	Hazards and Hazardous Materials	3.19	Utilities and Service Systems
3.10	Hydrology and Water Quality	3.20	Wildfire

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.

Impact Discussion – This subsection includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts.

- **Project Impacts** – This subsection discusses the project’s impact on the environmental subject as related 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). Mitigation measures are numbered to correspond to the impact they address. For example, MM BIO-1.3 refers to the third mitigation measure for the first impact in the Biological Resources section.
- **Cumulative Impacts** – This subsection discusses the project’s cumulative impact on the environmental subject. Cumulative impacts, as defined by CEQA, refer to two or more individual effects, which when combined, compound or increase other environmental impacts. Cumulative impacts may result from individually minor, but collectively significant effects taking place over a period of time. CEQA Guideline Section 15130 states that an EIR should discuss cumulative impacts “when the project’s incremental effect is cumulatively considerable.” The discussion does not need to be in as great detail as is necessary for project impacts, but is to be “guided by the standards of practicality and reasonableness.”

The purpose of the cumulative analysis is to allow decision makers to better understand the impacts that might result from approval of past, present, and reasonably foreseeable future projects, in conjunction with the proposed project addressed in this EIR.

The CEQA Guidelines advise that a discussion of cumulative impacts should reflect both their severity and the likelihood of their occurrence (CEQA Guidelines Section 15130(b)). To accomplish these two objectives, the analysis should include either a list of past, present, and probable future projects or a summary of projections from an adopted general plan or similar document (CEQA Guidelines Section 15130(b)(1)). This EIR uses the list of projects approach.

The analysis must determine whether the project’s contribution to any cumulatively significant impact is cumulatively considerable, as defined by CEQA Guideline Section 15065(a)(3). The cumulative impacts discussion for each environmental issue accordingly addresses the following issues: 1) would the effects of all of past, present, and probable future (pending) development result in a significant cumulative impact on the resource in question; and, if that cumulative impact is likely to be significant, 2) would the contribution from the proposed project to that significant cumulative impact be cumulatively considerable?

Table 3.0-1 identifies the approved (but not yet constructed or occupied) and pending projects within one mile of the project site that are evaluated in the cumulative analysis.

Table 3.0-1: Cumulative Projects List

Name and Location	Description	Distance to Proposed Project	Estimated Schedule	
			Start	Finish
VTA Bay Area Rapid Transit (BART) Silicon Valley Phase II Project	The VTA BART Silicon Valley Phase II Project will extend BART service six miles from the Berryessa Transit Center into downtown San José and terminating in the city of Santa Clara. The improvements within approximately 1,000 feet of the project site will include the Excavated Materials Bin, Tunnel Lining Storage area, and Grout Plant. Other portions of the Newhall Yard & Maintenance Facility will have additional improvements to facilitate construction of the project,	115 feet north of the project site	Early construction at various parts of the extension began in Spring 2024	It is estimated that construction for the full extension will be completed in 2035. Currently, it is estimated that the launch facility would be constructed by 2027, and that the boring machine would launch in 2029. Construction and preparation of the other improvements (i.e., Excavated Materials Bin,

and the entirety of the site would be used at varying points for equipment storage and staging.

Tunnel Lining Storage area, Grout Plant etc.) would be completed in advance.

Gateway Crossing (Hunter/Storm) Project 1205 Coleman Avenue	Construction of a phased, mixed-use development consisting of 1,565 residential units, a 152,000 square foot, 225 room, full-service hotel, 45,000 square feet of supporting retail, a 2.1-acre park, structured parking facilities, private and public streets, and on and off-site public and private improvements.	575 feet (0.1 mile) north of the project site	Under Construction	The first phase, which includes two mixed-use buildings and a park, is completed and occupied. The remaining construction phases have not begun and do not have a definitive timeline.
1179-1185 Colman Avenue (Coleman Highline Building 5 – City of San José	Construction of 292,455-square-foot, 5-story office, a 12,000 SF, 2-story amenity building, and a 3,414-square-foot utility enclosure on 4.5-acre site located on the west corner of Coleman Ave and Aviation Ave.	900 feet (0.2 miles) northeast of the project site	It has received Planning approval; however, there is no start date identified for construction.	To be determined
2655 The Alameda Mixed Use Project	Construction of a four-story mixed-use development consisting of 1,540 square feet of ground floor commercial space and 39 residential units above the commercial space.	0.3 miles south of the project site	Under Construction	Late 2026
1400 Coleman Avenue Residential Project	Construction of 143 townhomes on a 3.8-acre parcel and a General Plan Amendment and a Rezoning from Light Industrial to High Density Residential.	0.35 miles northwest of the project site	Approved	To be determined
2165 The Alameda Residential Project – City of San José	Construction of a multi-family residential building with a total of 174 units.	0.48 miles southeast of the project site	It has received Planning approval; however, there is no start date	To be determined

				identified for construction.	
Bellarmino College Preparatory Master Plan Update	Renovations to and redevelopment of an existing 17.64-acre project site currently developed with a private high school and limited residential uses for staff.	0.85 miles southeast of the project site	Under Construction	Early 2028	
Santa Clara Station Area Plan	Planning Policy Document. The approximately 179.54-acre Santa Clara Station Area Plan (SCSAP) area is generally bounded by De la Cruz Boulevard, Reed Street, and Martin Avenue to the northeast, and Franklin Street and El Camino Real to the southwest. As proposed, the project would allow construction of up to 9,140 residential units, 1,539,410 square feet of commercial/office space, 115,270 square feet of retail, 1,985,040 square feet of light industrial space, and 204,900 square feet of academic institutions.	Project site is included within the SCSAP	Planning process is underway	Early 2027	

For each resource area, cumulative impacts may occur over different geographic areas. For example, the project effects on air quality would combine with the effects of projects in the entire air basin, whereas noise impacts would primarily be localized to the surrounding area. The geographic area that could be affected by the proposed project varies depending upon the type of environmental issue being considered. Section 15130(b)(3) of the CEQA Guidelines states that lead agencies should define the geographic scope of the area affected by the cumulative effect. Table 3.0-2 provides a summary of the different geographic areas used to evaluate cumulative impacts.

Table 3.0-2: Geographic Considerations in Cumulative Analysis

Resource Area	Geographic Area
Aesthetics	Project site and adjacent parcels
Agriculture and Forestry Resources	Countywide
Air Quality	San Francisco Bay Area Air Basin
Biological Resources	Project site and adjacent parcels
Cultural Resources	Project site and adjacent parcels
Energy	Energy provider's territory
Geology and Soils	Project site and adjacent parcels
GHGs	Planet-wide
Hazards and Hazardous Materials	Project site and adjacent parcels
Hydrology and Water Quality	Guadalupe River watershed
Land Use and Planning/Population and Housing	Citywide
Minerals	Identified mineral recovery or resource area
Noise and Vibration	Project site and adjacent parcels
Population and Housing	Citywide
Public Services and Recreation	Citywide
Transportation/Traffic	Citywide
Tribal Cultural Resources	Project site and adjacent parcels
Utilities and Service Systems	Citywide
Wildfire	Within or adjacent to the wildfire hazard zone

3.1 Aesthetics

3.1.1 Environmental Setting

3.1.1.1 *Regulatory Framework*

Federal

Senate Bill 743 (2013)

Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use alternatives to level of service (LOS) for evaluating transportation impacts, specifically VMT. SB 743 also included changes to CEQA that apply to transit-oriented developments, as related to aesthetics and parking impacts. Under SB 743, a project's aesthetic impacts will no longer be considered significant impacts on the environment if:

- The project is a residential or mixed-use residential project, or employment center project and
- The project is located on an infill site within a transit priority area.²

SB 743 also clarifies that local governments retain their ability to regulate a project's aesthetics impacts outside of the CEQA process.

Streets and Highway Code Sections 260 through 263

The California Scenic Highway Program (Streets and Highway Code, Sections 260 through 263) is managed by the California Department of Transportation (Caltrans). The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. There are no state-designated scenic highways in Santa

² An "infill site" is defined as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." A "transit priority area" is defined as "an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan." A "major transit stop" means "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Source: California Legislative Information. "Chapter 2.7. Modernization of Transportation Analysis for Transit-Oriented Infill Projects [21099- 21099.]." Accessed September 27, 2023. https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=13.&part=&chapter=2.7.&article=

Clara. Interstate 280 (I-280) from the San Mateo County line to State Route (SR) 17, which includes segments in Santa Clara, is an eligible, but not officially designated, State Scenic Highway.³

In Santa Clara County, the one state-designated scenic highway is SR 9 from the Santa Cruz County line to the Los Gatos City Limit. Eligible State Scenic Highways (not officially designated) include SR 17 from the Santa Cruz County line to SR 9, SR 35 from Santa Cruz County line to SR 9, Interstate 280 from the San Mateo County line to SR 17, and the entire length of SR 152 within the County.

Local

Santa Clara General Plan

Policy	Description
5.3.1-P3	Support high quality design consistent with adopted design guidelines and the City's architectural review process.
5.3.1-P10	Provide opportunities for increased landscaping and trees in the community, including requirements for new development to provide street trees and a minimum 2:1 on- or off-site replacement for trees removed as part of the proposal to help increase the urban forest and minimize the heat island effect.
5.3.1-P28	Encourage undergrounding of new utility lines and utility equipment throughout the City.

Santa Clara City Code

The City Code includes regulations associated with protection of the City's visual character, to promote a sound and attractive community appearance, as stated in Chapter 8.30 Public Nuisances. The City Code also includes an Architectural Review process, as outlined in Zoning Ordinance Chapter 18.120. The Architectural Review process is intended to:

- Encourage the orderly and harmonious appearance of structures and properties;
- Maintain the public health, safety, and welfare;
- Maintain property and improvement values throughout the City; and
- Encourage the physical development of the City that is consistent with the General Plan and other City regulations.

Architectural Policies – Community Design Guidelines

The City's Architectural Review Process considers plans and drawings submitted for architectural review for design, aesthetic considerations, and consistency with zoning standards, prior to submittal for building permits. In reviewing architectural submittals, the Director of Community

³ California Department of Transportation. "California State Scenic Highways: State Scenic Highways Map." Accessed September 23, 2025. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>.

Development follows the City's Community Design Guidelines. The intent of these guidelines is to encourage the orderly development and harmonious appearance of structures and properties; provide fair and equitable treatment to all applicants; maintain property values throughout the City; and encourage the physical development of the City as intended by the General Plan.

3.1.1.2 *Existing Conditions*

Scenic Vistas

The term scenic vista typically refers to an expansive view of an area that is visually or aesthetically pleasing, usually as seen from an elevated point or open area. According to the General Plan, there are no scenic vistas within the City of Santa Clara.⁴ The project site is in a highly developed area of the City and is located on relatively flat land which limits the availability of expansive views from the project site. Views of the Santa Cruz Mountains to the southwest and Diablo Range to the northeast are obstructed by existing development on and adjacent to the site.

There are no state-designated scenic highways in Santa Clara. The nearest officially designated scenic highway is the segment of SR 9 south of the Los Gatos town limits, which is approximately 8.5 miles southwest of the project site.⁵

Visual Character and Quality

Project Site

The project site is currently developed with four office buildings and two parking garages. All four office buildings are two stories tall and designed similarly with flat top roofs, an off-white concrete façade, large square and rectangle windows to break up the façades, and large, rounded awnings over the main entrances to each building. The office buildings also include two-story windows shaped like archways at the prominent corners of each building. The northernmost parking garage is two stories tall and has three levels for parking, including one open rooftop level. The parking levels are open-air and supported by round concrete columns. The exterior of the garage is off-white concrete, similar to the adjacent office buildings. The southernmost parking garage has the same off-white concrete exterior; however, the garage is only one-story tall and has two levels of parking, including one open rooftop level. The grade on-site dips slightly at this portion of the site, so it appears to be a single story when viewed from the southern façade and appears to be half-underground when viewed from the northern façade. The existing structures are surrounded by surface parking areas and landscaping strips which include trees, shrubs, and grass areas.

⁴ City of Santa Clara. *2010-2035 General Plan Integrated Final Environmental Impact Report*. January 2011. Page 141.

⁵ California Department of Transportation. "California State Scenic Highway System Map." Accessed February 27, 2025. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>.

Surrounding Area

The adjacent parcel to the northwest of the project site contains a three-story hotel building with a hip and valley roof covered in rust-colored ceramic tiles, concrete façades painted with a mix of white and earth-tone colors, and small square windows punctuating the façades. The single-story retail buildings to the east of the project site are designed similarly, except the walkways in front of the storefronts are covered and accessible via a series of archways in front of the store entrances. The existing building to the south of the site is a three-story building that is utilized as part of Santa Clara University. All surrounding structures have surface parking areas and landscaping strips surrounding the buildings. There is also a three-story residential development to the east that is separated from the project site by a private driveway and landscaping. Various Santa Clara University facilities and structures are visible to the south of El Camino Real, including the outside of the stadium.

Views of the project site and the surrounding area are shown in Photos 1-6 below.

Location within a Transit Priority Area

As shown on Figure 3.1-1, the approximately 10.96 gross acre project site is located in a transit priority area (TPA), as defined by SB 743 because it is within one-half mile of an existing rail transit station.⁶

3.1.2 Impact Discussion

For the purpose of determining the significance of the project's impact on aesthetics, except as provided in Public Resources Code Section 21099, would the project:

- a) Have a substantial adverse effect on a scenic vista?
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?⁷ If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

⁶ Santa Clara Station to the northwest of the project site qualifies as a major transit stop.

⁷ Public views are those that are experienced from publicly accessible vantage points.



Photo 1: View from the southern site boundary looking south on El Camino Real.



Photo 2: View from the southern site boundary looking north on El Camino Real.

PHOTOS 1 & 2



Photo 3: View from the southeast corner of the site looking south towards the intersection of Campbell Avenue/El Camino Real.



Photo 4: View from the northwest corner of the site looking north towards the Santa Clara Caltrain Station on Franklin Street.

PHOTOS 3 & 4



Photo 5: View from the center of the site looking south toward El Camino Real.



Photo 6: View from the northeast corner of the site looking west towards the northern site boundary.

PHOTOS 5 & 6



LOCATION WITHIN A TPA

FIGURE 3.1-1

3.1.2.1 *Project Impacts*

Pursuant to SB 743, “aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area shall not be considered significant impacts on the environment.” As explained in Section 3.1.1.2 Existing Conditions above, the project site is located in a transit priority area. Therefore, the aesthetics impacts of the project (which is a residential project within a transit priority area) would be less than significant pursuant to SB 743. **(Less than Significant Impact)**

3.1.2.2 *Cumulative Impacts*

Would the project result in a cumulatively considerable contribution to a significant cumulative aesthetics impact?

Pursuant to SB 743, the project would not result in a significant (cumulative) aesthetic impact. **(Less than Significant Cumulative Impact)**

3.2 Agriculture and Forestry Resources

3.2.1 Environmental Setting

3.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is identified as Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.⁸

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.⁹

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.¹⁰ Programs such as CAL FIRE's Fire and Resource Assessment Program are used to identify whether forest land, timberland, or timberland production areas could be affected are located on or adjacent to a project site.¹¹

⁸ California Department of Conservation. "Farmland Mapping and Monitoring Program." February 7, 2025. <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>.

⁹ California Department of Conservation. "Williamson Act." <http://www.conservation.ca.gov/dlrp/lca>.

¹⁰ Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).

¹¹ California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed February 7, 2025. <http://frap.fire.ca.gov/>.

3.2.1.2 *Existing Conditions*

The approximately 10.96 gross acre project site is classified as Urban and Built-Up Land on the California Department of Conservation Farmland Mapping and Monitoring Program.¹² The project site is developed with four office buildings, two parking structures, a surface parking lot and landscaping. The Santa Clara portion of the project site is in a Planned Development zoning district. The San José portion of the site is designated and zoned Light Industrial. The site does not contain agricultural resources or timberland resources and is not under an existing Williamson Act contract.¹³

3.2.2 Impact Discussion

For the purpose of determining the significance of the project's impact on agriculture and forestry resources, 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?
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- 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))?
- d) Result in a loss of forest land or conversion of forest land to non-forest use?
- 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?

¹² California Department of Conservation. "California Important Farmland Finder." Accessed February 7, 2025. <https://maps.conservation.ca.gov/DLRP/CIFF/>.

¹³ County of Santa Clara. "Williamson Act Properties Geodatabase." February 7, 2025. <https://sccplanning.maps.arcgis.com/apps/webappviewer/index.html?id=1f39e32b4c0644b0915354c3e59778ce>

3.2.2.1 *Project Impacts*

-
- a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
-

The project site is not listed as agricultural land of any type and is not identified as farmland. The site is fully developed, and the proposed project would not convert any agricultural land to a non-agricultural use. Therefore, the proposed project would have no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. **(No Impact)**

- b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
-

The project site is currently zoned for industrial and planned development uses. The existing zoning does not include agricultural use and the project site is not under a Williamson Act contract. Therefore, the proposed project would not conflict with an existing agricultural use or Williamson Act contract. **(No Impact)**

- c) Would the project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?
-

The project site is currently zoned for industrial and planned development uses. The existing zoning does not include forestland, timberland, or timberland zoned Timberland Production. Therefore, the proposed project would not conflict with land zoned for timberland or forestland. **(No Impact)**

- d) Would the project result in a loss of forest land or conversion of forest land to non-forest use?
-

The project site does not contain forestland and is not listed as forest land of any type. The site is fully developed, and the proposed project would not convert this area to a non-forest use. Therefore, the proposed project would have no impact on forest land and would not result in the loss of this resource. **(No Impact)**

-
- e) Would the project 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?
-

The project site is in a fully urbanized area with no agricultural areas nearby. The proposed project would not result in the conversion of agricultural or forest land surrounding the project to non-agricultural or non-forest uses. Therefore, the project would have no impact on surrounding agricultural or forest resources. **(No Impact)**

3.2.2.2 *Cumulative Impacts*

Would the project result in a cumulatively considerable contribution to a cumulatively significant agricultural and forestry resources impact?

The geographic area for cumulative agricultural and forestry impacts is countywide. As discussed above, implementation of the proposed project would not impact agricultural, forestry, or timberland resources. Therefore, the proposed project would not contribute to a significant cumulative impact to these resources. **(No Cumulative Impact)**

3.3 Air Quality

The following discussion is based in part upon an Air Quality Assessment prepared by Illingworth & Rodkin, Inc., dated June 4, 2025. The Air Quality Assessment is attached as Appendix B to this EIR.

3.3.1 Environmental Setting

3.3.1.1 *Background Information*

Criteria Pollutants

Criteria air pollutants are pollutants that have established federal or State standards for outdoor concentrations to protect public health. Pursuant with the federal and State Clean Air Acts, the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established and enforced the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), respectively. The NAAQS and CAAQS address the following criteria air pollutants: ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), particulate matter with a diameter of 10 microns or less (PM₁₀), particulate matter with a diameter of 2.5 microns or less (PM_{2.5}), sulfur dioxide (SO₂), and lead. The CAAQS also includes visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Toxic Air Contaminants

Toxic air contaminants (TACs) include airborne chemicals that are known to have short- and long-term adverse health effects. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Unlike criteria air pollutants, which have a regional impact, TACs are highly localized and regulated at the individual emissions source level.

DPM is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. DPM is comprised of diesel exhaust which is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (i.e., areas most susceptible to injury).¹⁴ Chemicals in diesel exhaust, such as benzene and formaldehyde, are also TACs identified by the CARB.

An overview of the sources of criteria pollutants and TACs, as well as their associated health effects, is provided in Table 3.3-1

¹⁴ California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed May 29, 2025. <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>.

Table 3.3-1: Sources and Health Effects of Criteria Air Pollutants and Toxic Air Contaminants

Pollutants	Description and Sources	Primary Effects
Ozone (O ₃)	O ₃ is a secondary criteria air pollutant that is the result of a photochemical (sunlight) reaction between reactive organic gases (ROG) and nitrogen oxides (NO _x). Pollutants emitted by motor vehicles, power plants, industrial boilers, refineries, and chemical plants are the common sources for this reaction. High O ₃ levels are caused by the cumulative emissions of ROG and NO _x . These precursor or primary pollutants react under certain meteorological conditions to form high O ₃ levels. Common sources of ROG and NO _x are vehicles, industrial plants, and consumer products.	• Aggravation of respiratory and cardiovascular diseases • Irritation of eyes • Cardiopulmonary function impairment
Nitrogen Dioxide (NO ₂)	NO ₂ is a reactive gas that combines with nitric oxide (NO) to form NO _x . NO ₂ is the byproduct of fuel combustion, with common sources of NO ₂ being emissions from cars, trucks, buses, power plants, and off-road equipment. Other sources of NO ₂ include high temperature stationary combustion and atmospheric reactions.	• Aggravation of respiratory illness • Reduced visibility
Carbon Monoxide (CO)	CO is a colorless, odorless, and toxic gas that is the product of incomplete combustion of carbon-containing substances (e.g., when something is burned). Common outdoor sources of CO include mobile vehicles (passenger cars and trucks) and machinery that burn fossil fuels.	• Interferes with oxygen delivery to the body's organ due to binding with the hemoglobin in the blood • Fatigue, headaches, confusion, and dizziness
Fine Particulate Matter (PM _{2.5}) and Coarse Particulate Matter (PM ₁₀)	Particulate Matter (PM) is any material that is emitted as liquid or solid particles or a gaseous material, such as dust, soot, aerosols, and fumes. PM ₁₀ and PM _{2.5} are both small enough particulates to be inhaled into the human lungs, and PM _{2.5} is small enough to deposit into the lungs, which poses an increased health risk compared to PM ₁₀ . Typical sources of PM include stationary combustion of solid fuels, construction activities, vehicles, industrial processes, and atmospheric chemical reactions.	• Reduced lung function, especially in children • Aggravation of respiratory and cardiorespiratory diseases • Increased cough and chest discomfort • Reduced visibility
Sulfur Dioxide (SO ₂)	SO ₂ is a pungent and colorless gaseous pollutant. SO ₂ is part of the sulfur oxides (SO _x) group and is the pollutant of greatest concern in the SO _x group. SO _x can react with other compounds in the atmosphere to form small particles. These particles contribute to pollution. SO ₂ is primarily formed from fossil fuel combustion at power plants and other industrial facilities. Sources of SO ₂ include motor vehicles, locomotives, ships, and off-road diesel equipment that are operated with fuels that contain high levels of sulfur. Industrial processes, such as natural gas and petroleum extraction, oil refining, and metal processing.	• Aggravation of respiratory illness • Respiratory irritation such as wheezing, shortness of breath and chest tightness • Increased incidence of pulmonary symptoms and disease, decreased pulmonary function

Pollutants	Description and Sources	Primary Effects
Lead	Lead is a naturally occurring element that can be found in all parts of the environment including the air, soil, and water. As an air pollutant, lead is present in small particles. The most common historic source of lead exposure was the past use of leaded gasoline in motor vehicles. The exhaust resulting from use of leaded gasoline would release lead emissions into the air. Now, major sources of lead in the air are from ore and metals processing plants and piston-engine aircraft operating on leaded aviation fuel. Other sources are waste incinerators, utilities, and lead-acid battery manufacturers. The highest air concentrations of lead are usually found near lead smelters.	Adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system
Toxic Air Contaminants (TACs)	TACs include certain air pollutants known to increase the risk of cancer and/or a range of other serious health effects. Sources of TAC include, but are not limited to, cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; and building materials and products.	- Cancer - Chronic eye, lung, or skin irritation - Neurological and reproductive disorders

Sensitive Receptors

Some groups of people are more affected by air pollution than others. CARB has identified the following groups who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools.

Worker Receptors

In addition to the sensitive receptors mentioned above, the Bay Area Air District (Air District) considers worker receptors when reviewing impacts from air pollution and TACs. Worker receptors are adults (16 years and older) that work indoors and/or outdoors at off-site locations zoned for commercial and industrial uses. Typical developments that include worker receptors are offices, retail shops, manufacturing uses, light industrial uses, or heavy industrial uses.¹⁵

¹⁵ Bay Area Air District. *California Environmental Quality Act Air Quality Guidelines Appendix E: Recommended Methods for Screening and Modeling Local Risks and Hazards*. Page E-14.

3.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

At the federal level, the EPA is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants, discussed previously; PM, O₃, CO, SO₂, NO₂, and lead.¹⁶

CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Diesel Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, this plan involves the application of emission control strategies to existing diesel vehicles and equipment to reduce DPM and other pollutants. Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel fueled vehicles and equipment, including off-road equipment, will significantly reduce emissions of DPM and NO_x.

Regional

2017 Clean Air Plan

The Air District is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area, which includes the project area. Regional air quality management districts, such as Air District, must prepare air quality plans specifying how federal and state air quality standards will be met. The Air District's most recently adopted plan is the Bay Area 2017 Clean Air Plan.

¹⁶ NO_x is the group of nitrogen compounds (NO₂ and nitric oxide [NO]) that typically represents NO₂ emissions because NO₂ emissions contribute the majority of NO_x exhaust emissions emitted from fuel combustion.

The 2017 Clean Air Plan focuses on the following two related Air District goals and how to achieve them:

- Protect air quality and health at the regional and local scale by attaining all state and national air quality standards and eliminating disparities among Bay Area communities in cancer health risk from TAC; and
- Protect the climate by reducing Bay Area greenhouse gas (GHG) emissions 40 percent below 1990 levels by 2040 and 80 percent below 1990 levels by 2050.¹⁷

CEQA Air Quality Guidelines

The Air District 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. Jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality impacts developed by Air District within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, Air District rules, methods of analyzing impacts, and recommended mitigation measures. The latest CEQA Air Quality Guidelines are the 2022 CEQA Air Quality Guidelines adopted on April 20, 2023, by the Air District’s Board of Directors.

Santa Clara General Plan

General Plan policies related to air quality that are applicable to the project include the following.

Policy	Description
5.10.2-G1	Improved air quality in Santa Clara and the region.
5.10.5-G2	Reduced greenhouse gas emissions that meet the State and regional goals and requirements to combat climate change.
5.10.5-P3	Encourage implementation of technological advances that minimize public health hazards and reduce the generation of air pollutants.
5.10.5-P4	Encourage measures to reduce greenhouse gas emissions to reach 30 percent below 1990 levels by 2020.
5.10.5-P6	Require “Best Management Practices” for construction dust abatement.

3.3.1.3 *Existing Conditions*

The San Francisco Bay Area (Bay Area) Air Basin is designated a nonattainment area for the federal O₃ and PM_{2.5} standards and for the state O₃, PM₁₀, and PM_{2.5} standards.^{18,19} The Bay Area is designated as an attainment area for both the NAAQS and CAAQS for CO, SO₂, and NO₂. The Air

¹⁷ Bay Area Air District. *Final 2017 Clean Air Plan*. April 19, 2017. Page 12.

¹⁸ Bay Area Air District. “Air Quality Standards and Attainment Status.” Last Updated January 5, 2017. Accessed June 5, 2025.

¹⁹ The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of SO₂ or lead. These criteria pollutants are not discussed further.

District is responsible for attaining the NAAQS and CAAQS for these pollutants within the Bay Area. As part of an effort to attain and maintain ambient air quality standards for O₃, PM₁₀, and PM_{2.5}, the Air District has established thresholds of significance for these air pollutants and their precursors that apply to both construction period and operational period impacts. Controlling the emissions of these precursor pollutants is the focus of the Air District attempts to reduce O₃ levels. The highest O₃ levels in the Bay Area occur in the eastern and southern inland valleys where temperatures are higher, there is less wind circulation, and sources of the precursor pollutants (i.e., ROG and NO_x) are prominent. In the Bay Area, most particulate matter is generated from the following activities: combustion, factories, construction, grading, demolition, agriculture, and motor vehicles. Elevated concentrations of PM₁₀ and PM_{2.5} are the result of both region-wide emissions and localized emissions.

Receptors

The nearest sensitive receptors (e.g., residents) are residents of the Santa Clara University Villas Residence Hall adjacent to the project site's southeastern boundary.²⁰ The nearest worker receptors, who are assumed to be adult receptors, are workers at commercial developments (e.g., hotel, bank, and coffee shop) adjacent to the northwestern boundary of the project site.

3.3.2 Impact Discussion

For the purpose of determining the significance of the project's impact on air quality, would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan?
- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- c) Expose sensitive receptors to substantial pollutant concentrations?
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

3.3.2.1 Significance Threshold

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for 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 City of San José) has considered the air quality thresholds updated by the Air District in April 2023 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and PM_{2.5}. The Air District CEQA Air Quality thresholds for criteria air pollutants and fugitive dust

²⁰ It is assumed that student housing could be offered to adults and families with children attending Santa Clara University.

used in this analysis are identified in Table 3.3-2. Table 3.3-3 below lists the Air District health risk and hazards thresholds for single-source and cumulative-sources.

Table 3.3-2: Bay Area Air District Air Quality Significance Thresholds

Criteria Air Pollutant	Construction Thresholds*	Operation Thresholds	Operation Thresholds
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)	Annual Average Emissions (tons/year)
ROG and NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	
Fugitive Dust	Dust Control Measures/Best Management Practices	Not Applicable	

Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; PM₁₀ = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; PM_{2.5} = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; CO = carbon monoxide

* The Air District recommends for construction projects that require less than one year to complete, lead agencies should annualize impacts over the scope of actual days that peak impacts would occur rather than over the full year. Additionally, for phased projects that results in concurrent construction and operational emissions. Construction-related exhaust emissions should be combined with operational emissions for all phases where construction and operations overlap.

Source: Bay Area Air District. *2022 California Environmental Quality Act Air Quality Guidelines*. April 2023. Pages 3-5 and 3-6.

Table 3.3-3: Bay Area Air District Health Risks and Hazards Thresholds

Health Risk	Single Source	Combined Cumulative Sources
Cancer Risk	10 per one million	100 per one million
Non-Cancer Hazard Index	1.0	10.0
Annual PM _{2.5} Concentration	0.3 µg/m ³	0.8 µg/m ³ (average)

Notes: µg/m³ = micrograms per cubic meter; PM_{2.5} = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less

Thresholds are applicable to construction and operational activities.

Source: Bay Area Air District. *2022 California Environmental Quality Act Air Quality Guidelines*. April 2023. Pages 3-5 and 3-6.

3.3.2.2 *Project Impacts*

-
- a) Would the project conflict with or obstruct implementation of the applicable air quality plan?
-

2017 Clean Air Plan

As described in Section 3.3.1.2 Regulatory Framework, the current air quality plan from the Air District is the 2017 Clean Air Plan. The goals of the 2017 Clean Air Plan include protecting public health (as it relates to air quality) and protecting the climate. The Air District's CEQA Air Quality Guidelines state that a determination of consistency with the 2017 Clean Air Plan demonstrates that the project supports the primary goals of the 2017 Clean Air Plan, includes applicable control measures from the 2017 Clean Air Plan, and does not disrupt or hinder implementation of any 2017 Clean Air Plan control measures.

The project would support the primary goals of the 2017 Clean Air Plan of protecting public health and protecting the climate and would be consistent with control measures that focus on reducing emissions in the transportation, building, and energy sectors. As proposed, the project would be all electric with no natural gas infrastructure and have EV ready charging infrastructure parking spaces available for future residents.²¹ Furthermore, the project would comply with the latest versions of the building energy efficiency standards (Title 24, Part 6 Energy Code) and the California Green Building Standards (Title 24, Part 11 CALGreen), which require new developments to be more energy and water efficient. Also, during construction, the project would recycle and/or salvage for reuse a minimum of 65 percent of non-hazardous construction and demolition waste, consistent with CALGreen.²² Furthermore, as discussed below, the project would not exceed the Air District's CEQA significance thresholds for criteria air pollutant emissions for construction (refer to Table 3.3-5) and operation (refer to Table 3.3-6). Therefore, the project would not conflict with 2017 Clean Air Plan's goal of attaining the NAAQS and CAAQS. As a result, the project would not conflict with or obstruct the implementation of an applicable air quality plan and the project would have a less than significant impact. **(Less than Significant Impact)**

Methodology

The California Emissions Estimator Model (CalEEMod) Version 2022 was used to estimate emissions from on-site construction activity, construction vehicle trips, and evaporative emissions. The model provides emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The project land use types and size, and anticipated construction schedule described in Section 2.2 Project Description, were entered into CalEEMod. The CARB Emission FACTors 2021 (EMFAC2021) model was used to predict emissions from

²¹ Refer to City of Santa Clara City Code Chapter 15.36 Energy Code.

²² Refer to the 2025 California Building Standards Code, Title 24, Part 11 Section 5.408.1 and City Code Section 8.25.285

construction traffic, which includes worker travel, vendor trucks, and haul trucks. The CalEEMod model output along with construction inputs are included in Appendix B.

As described in Section 2.2 Project Description, the project would be constructed in three phases based on information provided by the project applicant. It is assumed that the full build-out would be operational post-construction in 2030.

As shown in Table 3.3-4 below, the three distinct construction phases were entered separately into the CalEEMod model with the assumption that each phase would occur sequentially.

Table 3.3-4: Summary of Construction Phasing and Project Land Use Inputs

Phase	Project Land Use	Size	Units	Square Feet
Phase 1 - Site Preparation (2026)	Apartments Mid Rise	297	Dwelling Unit	475,000
	Condo/Townhouses	111	Dwelling Unit	257,000
	Enclosed Parking with Elevator	359	Parking Space	139,116
	Parking Lot	12	Parking Space	
Phase 2 – Townhouses (2026 – 2027)	Condo/Townhouses	111	Dwelling Unit	257,000
	Parking Lot	12	Parking Space	
Phase 3 – Apartments (2027 – 2029)	Apartments Mid Rise	297	Dwelling Unit	475,000
	Enclosed Parking with Elevator	359	Parking Space	139,116

Construction Criteria Air Pollutant Emissions

Average daily emissions were calculated for the construction of the project by dividing the annual construction emissions by the number of active construction workdays during that year. The project construction emissions are shown in Table 3.3-5.

Table 3.3-5: Project Construction Period Emissions

Annual Emissions (tons per day)	ROG	NO_x	PM₁₀ Exhaust	PM_{2.5} Exhaust
2026 (Site Preparation and Phase 1)	0.15	1.43	0.04	0.04
2027 (Phase 1 and Phase 2)	2.02	1.46	0.04	0.04
2028 (Phase 2)	1.83	0.32	0.01	0.01
2029 (Phase 2)	1.60	0.28	0.01	0.01
Average Daily Emissions (pounds per day)	ROG	NO_x	PM₁₀ Exhaust	PM_{2.5} Exhaust
2026 (264 construction workdays)	1.17	10.86	0.34	0.31
2027 (264 construction workdays)	15.32	11.07	0.33	0.30
2028 (264 construction workdays)	13.87	2.45	0.01	0.06
2029 (231 construction workdays)	13.87	2.45	0.07	0.06
Air District Significance Threshold (pounds per day)	54	54	82	54
Exceed Threshold?	No	No	No	No

Note: Emissions may not calculate correctly due to rounding.

Air District = Bay Area Air District; ROG = reactive organic gas; NO_x = nitrogen oxides; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less

Source: Illingworth & Rodkin, Inc. *University Station Air Quality Assessment*. June 2025. Table 3.

As shown in shown in Table 3.3-5, the average daily project construction emissions for the development would not exceed the Air District's CEQA significance thresholds during any year of construction. Therefore, all phases of construction for the project would have a less than significant criteria pollutant emissions impact and would not conflict with or obstruct implementation of the 2017 Clean Air Plan. **(Less than Significant Impact)**

Operational Criteria Pollutants

Operational criteria pollutant emissions associated with the project would be mobile emissions generated primarily from vehicles driven by future residents. The project is expected to generate approximately 308 net new vehicle trips.²³ Other sources of operational emissions include energy use, water use, and solid waste generation. No new stationary sources, such as a diesel-powered emergency generator, are proposed. Operational emissions assuming full build-out of the project in 2030 are shown in Table 3.3-6. The existing operational emissions associated with the current four office buildings on-site are netted (or removed) from the total project operational emissions.

²³ Hexagon Transportation Consultants, Inc. *Transportation Analysis for the Proposed University Station Residential Development in Santa Clara, California*. April 22, 2025.

Table 3.3-6: Unmitigated Project Operational Criteria Pollutant Emissions

Scenario	ROG	NO _x	PM ₁₀	PM _{2.5}
Annual Emissions (tons per year)				
2030 Project Operational Emissions	4.51	0.57	1.33	0.34
2025 Existing Operational Emissions	(1.64)	(0.81)	(1.25)	(0.34)
Net Annual Emissions	2.87	(0.24)	0.08	0.01
Air District Significance Threshold (tons per year)	10	10	15	10
Significant?	No	No	No	No
Average Daily Emissions (pounds per day)*				
Net Project Operational Emissions	15.75	(1.33)	0.43	0.04
Air District Significance Threshold (pounds per day)	54	54	82	54
Significant?	No	No	No	No

*Average daily emissions calculated based on annual emissions and 365 days per year for operations.

(#) = negative numbers; Air District = Bay Area Air District; ROG = reactive organic gas; NO_x = nitrogen oxides; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less

Source: Illingworth & Rodkin, Inc. *University Station Air Quality Assessment*. June 2025. Table 5.

As shown in shown in Table 3.3-6, the net annual and net average daily project operation emissions would not exceed the Air District's CEQA significance thresholds. Therefore, the project would have a less than significant operational criteria pollutant emissions impact and would not conflict with or obstruct implementation of the 2017 Clean Air Plan. **(Less than Significant Impact)**

Overlapping Construction and Operation Emissions

As noted above, the project would include three separate construction phases, and the townhouses would be operational during a portion of the construction of the proposed multi-family residential building in Phase 3. The overlap of construction and operational criteria air pollutant emissions were analyzed for each year of overlap (2027, 2028, and 2029). Table 3.3-7 shows the overlapping construction and operation emissions compared to the Air District's annual (tons per year) and average daily (pounds per day) significance thresholds.

Table 3.3-7: Overlapping Project Construction and Operational Criteria Pollutant Emissions

Scenario	ROG	NO _x	PM ₁₀	PM _{2.5}
Annual Emissions (tons per year)				
2027 Phase 2 Construction Emissions	0.19	1.29	0.04	0.03
2027 Townhouses Operational Emissions	1.63	0.26	0.53	0.14
2027 Total Emissions	1.81	1.55	0.64	0.24
2028 Phase 2 Construction Emissions	1.83	0.32	0.01	0.01
2028 Townhouses Operational Emissions	1.63	0.26	0.53	0.14
2028 Total Emissions	3.46	0.58	0.56	0.16
2029 Phase 2 Construction Emissions	1.60	0.28	0.01	0.01
2029 Townhouses Operational Emissions	1.63	0.26	0.53	0.14
2029 Total Emissions	3.23	0.54	0.55	0.16
Air District Significance Threshold (tons per year)	10	10	15	10
Significant?	No	No	No	No
Average Daily Emissions (pounds per day)				
2027 Construction + Operation Emissions (209 days of construction and 152 days of operation)	23.27	15.77	7.36	2.13
2028 Construction + Operation Emissions (264 days of construction and 365 days of operation)	22.80	3.85	2.98	0.84
2029 Construction + Operation Emissions (231 days of construction and 365 days of operation)	22.78	3.85	2.99	0.85
Air District Significance Threshold (pounds per day)	54	54	82	54
Significant?	No	No	No	No
Air District = Bay Area Air District; ROG = reactive organic gas; NO _x = nitrogen oxides; PM ₁₀ = particulate matter with a diameter of 10 microns or less; PM _{2.5} = particulate matter with a diameter of 2.5 microns or less				
Source: Illingworth & Rodkin, Inc. <i>University Station Air Quality Assessment</i> . June 2025. Table 6.				

As shown in Table 3.3-7, the annual emissions and average daily emissions would not exceed the Air District's threshold of significance during any overlapping year (2027, 2028, or 2029).

Based on the above, the project would not conflict with or obstruct implementation of the applicable air quality plan. The project design is consistent with the applicable 2017 Clean Air Plan control measures and project criteria air pollutant emissions (including both construction and operation emissions) would not exceed the Air District's significance thresholds. Therefore, the project would not conflict with or obstruct implementation of the 2017 Clean Air Plan. **(Less than Significant Impact)**

-
- b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
-

The Bay Area is considered a non-attainment area for ground-level O₃ and PM_{2.5} under both the federal Clean Air Act and state Clean Air Act. The proposed project would increase criteria pollutants in the Bay Area, contributing to existing violations of O₃ standards. Per the Air District CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size by itself, to result in nonattainment of ambient air quality standards. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. As discussed under checklist question a), the proposed project would not result in any air criteria pollutant emissions exceeding the Air District's significance thresholds. As a result, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment. **(Less than Significant Impact)**

- c) Would the project expose sensitive receptors to substantial pollutant concentrations?
-

Criteria Air Pollutants

In a 2018 decision (*Sierra Club v. County of Fresno*), the state Supreme Court determined CEQA requires that when a project's criteria air pollutant emissions would exceed applicable thresholds and contribute a cumulatively considerable contribution to a significant cumulative regional criteria pollutant impact, the potential for the project's emissions to affect human health in the air basin must be disclosed. State and federal ambient air quality standards are health-based standards, and exceedances of those standards result in continued unhealthy levels of air pollutants. As stated in the Air District's CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. In developing thresholds of significance for air pollutants, the Air District considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project has a less than significant impact for criteria pollutants, it is assumed to have no adverse health effect. **(Less than Significant Impact)**

Fugitive Dust

Construction activities associated with the project, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The Air District's CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are implemented to reduce the emissions. The project would be required to incorporate the best management practices

from the Air District, as a Condition of Approval, to reduce fugitive dust related impacts to a less than significant level.

Condition of Approval

During any construction period ground disturbance, the project applicant shall ensure that the project contractor implements measures to control dust and exhaust. Implementation of the measures listed below, as recommended by the Air District, would reduce the air quality impacts associated with grading and new construction to a less than significant level. The project contractor shall implement the following best management practices during 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 soon as possible after grading unless seeding or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 miles per hour.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a six- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- Publicly visible signs shall be posted with the telephone number and name of the 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 General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

With implementation of the above Condition of Approval, the project would have a less than significant impact related to fugitive dust emissions. The project would, therefore, not expose sensitive receptors to substantial pollutant concentrations associated with fugitive dust. **(Less than Significant Impact)**

Toxic Air Contaminants

As described in Section 3.3.1.1 Background Information, TAC airborne chemicals, found in ambient air, are known to cause short- and long-term adverse health effects.

Construction

Construction equipment and associated heavy-duty truck traffic generate diesel exhaust, which is a known TAC. Construction exhaust emissions pose health risks for sensitive receptors such as the surrounding residents. Cancer risk and exposure to DPM and PM_{2.5} are the primary community risk impacts associated with construction emissions. For the health risk assessment, it was assumed construction would be continuous through all three phases.

Operation

The project would not include sources of operational TACs such as a diesel-powered emergency generator. The project traffic trips were not included in the health risk assessment because the new trips generated by the project (approximately 308 net trips per day) would be below 10,000 total vehicles per day, which is the Air District's threshold for low-impact roadway sources of TACs. Furthermore, most of the trips would be from gasoline fueled light-duty vehicles (i.e., passenger automobiles that do not emit DPM) that would be dispersed on the local roadway system, not in a singular location.

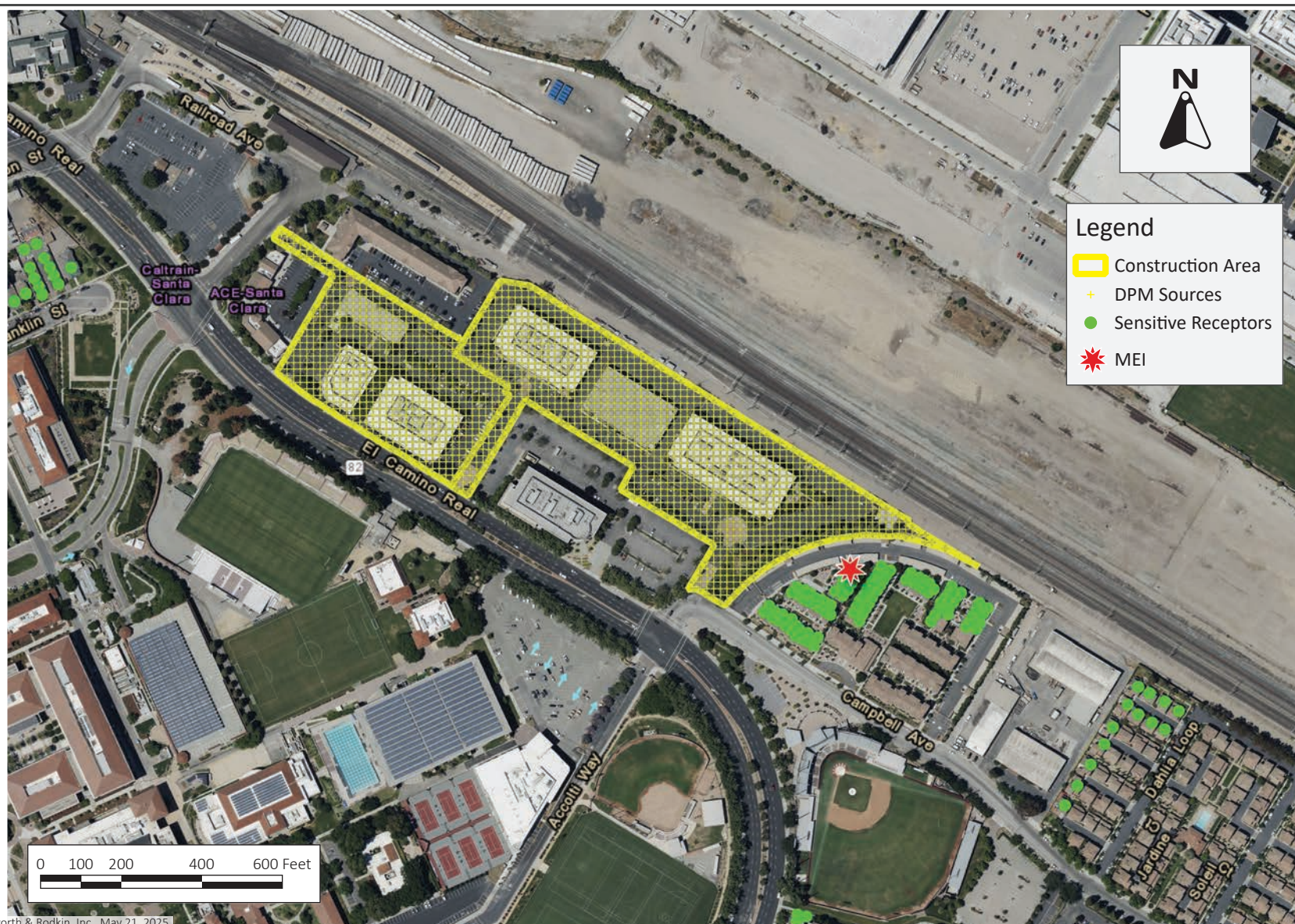
Summary of Project TAC Health Risks and Hazards

The health risk assessment completed for the project evaluated potential health effects from the project's TAC sources (e.g., construction) upon nearby sensitive receptors (e.g., residents). All residences were assumed to have an infant to child exposure. The health risk assessment identified a maximally exposed individual (MEI). The project MEI is identified as the sensitive receptor that is most impacted by the project's construction TAC sources.²⁴

The MEI for this project is located at the multi-family residence (i.e., student housing) adjacent to the project's southeastern boundary.²⁵ The location of the TAC sources in relation to the MEI and school are shown in Figure 3.3-1 below. The health risk impacts related to the project's TAC sources are summarized in Table 3.3-8.

²⁴ There are no project operational TAC sources.

²⁵ The MEI represents the areas with the highest exposures to TACs generated from construction and subsequent operation of the proposed project. A property identified as the MEI (red dot) does not mean the individuals at that location have an imminent probability or chance of contracting cancer or experiencing acute/chronic health risks. The health risks computed are conservative calculations that are not reflective of an actual cancer or hazard risks likely to be experienced by a singular individual.



PROJECT TAC SOURCES AND LOCATION OF THE OFF-SITE MEI

FIGURE 3.3-1

Table 3.3-8: Construction Risk Impacts at the Off-Site MEI

Source	Cancer Risk (per million)	Annual PM _{2.5} (µg/m ³)	Hazard Index
Project Construction	8.37 (infant)	0.09	<0.01
Air District Single-Source Threshold	10	0.3	1.0
Significant?	No	No	No

Air District = Bay Area Air District; MEI = maximally exposed individual; PM_{2.5} = particulate matter with a diameter of 2.5 or less microns

Note: The age used to calculate the cancer risk is in parentheses.

Source: Illingworth & Rodkin, Inc. *University Station Air Quality Assessment*. June 2025. Table 7.

As shown in Table 3.3-8, the health risk impacts associated with construction of the proposed project would not exceed the Air District's single-source threshold for health risks. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact)**

-
- d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?
-

Odors are generally considered an annoyance rather than a health hazard. The Air District 2022 Air Quality CEQA Guidelines lists screening distances for land uses that generate substantial odors such as landfills, food manufacturing, compositing facilities, and chemical plants. Construction of the project would result in diesel exhaust emissions from the use of heavy-duty construction equipment and vehicles and when equipment is idling. These odors would be intermittent, and the odors would disperse with distance. All construction-related odors would cease upon completion of construction. Once operational, the proposed residential project would not generate emissions with objectionable odors as it is not a land use that typically generates substantial odors. Therefore, the project would not create emissions or objectionable odors that would affect a substantial number of people off-site. **(Less than Significant Impact)**

3.3.2.3 Cumulative Impacts

Would the project result in a cumulatively considerable contribution to a significant cumulative air quality impact?

The geographic area for cumulative air quality impacts is the San Francisco Bay Area Air Basin. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. In developing thresholds of significance for air pollution, the Air District has considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's air quality conditions.

Implementation of the 2017 Clean Air Plan

As described above under checklist question a), the project would be consistent with the 2017 Clean Air Plan. The project, therefore, would not result in a cumulatively considerable impact to the implementation of the 2017 Clean Air Plan.

Increase in Criteria Pollutants

As discussed under checklist questions a) and b), the construction and operational emissions generated by the project would not exceed the Air District's thresholds for criteria air pollutant emissions. Therefore, the project would not result in a cumulatively considerable contribution to criteria pollutant emissions.

Exposure Sensitive Receptors to Substantial Pollutant Concentrations

As discussed under checklist question c), the geographic area for cumulative impacts to sensitive receptors is 1,000 feet from the project site. The cumulative community health risk assessment considered all substantial sources of TACs (such as permitted stationary sources and/or roadways with average daily trips exceeding 10,000 vehicles) that could affect sensitive receptors located within 1,000 feet of the project site. Cumulative community risk sources within 1,000 feet of the project site include the Southern Pacific railroad lines (that serve Caltrain, Amtrak, Altamont Corridor Express, and Union Pacific freight trains), El Camino Real, permitted emergency generators, and permitted gas dispensing facilities. The project's construction health risk impacts are also included in the cumulative analysis at the off-site project MEI. Table 3.3-9 reports both the project and cumulative community risk impacts at the project MEI. Figure 3.3-2 shows the locations of the cumulative TAC sources in relation to the project MEI. As noted in Table 3.0-1, the project site is within the boundaries of the proposed Santa Clara Station Area Plan, which is currently in the initial stages of a separate, plan-level environmental review. At this stage of the planning process, estimating cumulative environmental impacts that could result from the development of future projects within the Santa Clara Station Area Plan is speculative. Those future cumulative projects within the Santa Clara Station Area Plan would undergo separate environmental review as they are proposed to ensure that cumulative impacts are less than significant.

As noted in Table 3.0-1, a portion of the VTA BART Silicon Valley Phase II project would be constructed to the north of the project site immediately adjacent to the rail lines that run parallel to the northern site boundary. Several of these improvements (i.e., the Excavated Materials Bin, Tunnel Lining Storage area, and Grout Plant) would be within 1,000 feet of the site boundary and are planned for construction prior to 2030; therefore, overlap with construction of the proposed project could occur. However, based on the prevailing wind direction and distance from these improvements to the MEI identified for the project, it is unlikely that construction of these improvements would result in a cumulatively considerable impact on the identified MEI. In addition, the VTA BART Silicon Valley Phase II project has already completed environmental review for the proposed improvements, and like the proposed project, all feasible mitigation measures, Conditions of Approval, and best management practices to limit air quality impacts have been identified and

would be implemented during project construction. For these reasons, modeling of the construction emissions associated with the VTA BART Silicon Valley Phase II project were not included in the table below.

Table 3.3-9: Cumulative Health Risk Impacts at the Project MEI

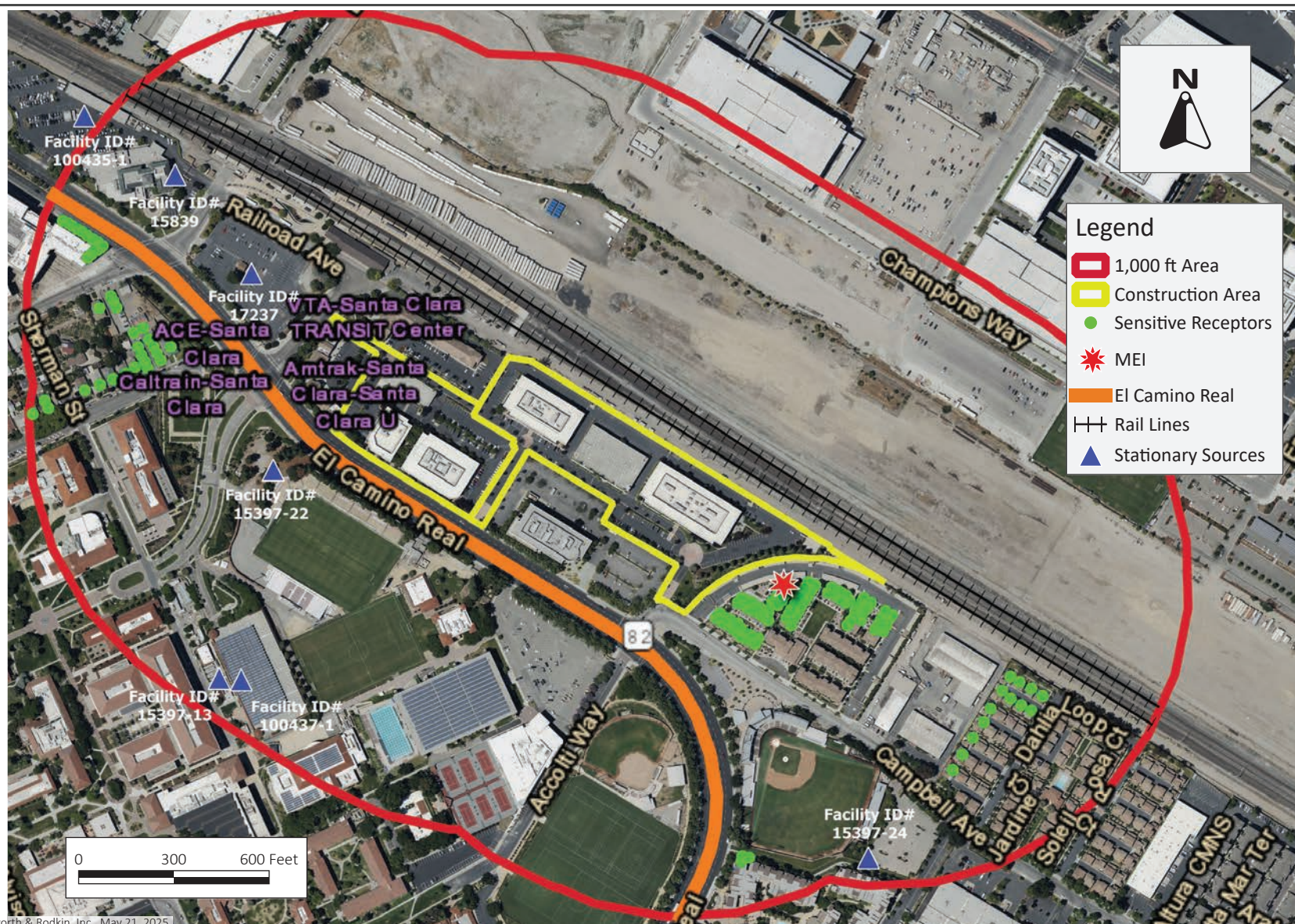
Source	Cancer Risk (per million)	Annual PM _{2.5} (µg/m ³)	Hazard Index
Project Construction Impact	8.37	0.09	<0.01
Southern Pacific Railroad Line	7.63 (infant)	0.01	<0.01
El Camino Real	0.45 (infant)	0.03	<0.01
Santa Clara Policy Facility (Emergency Generator)	0.38	<0.01	NA
City of Santa Clara – Well Site (Emergency Generator)	0.30	<0.01	NA
Santa Clara University (Emergency Generator)	0.22	<0.01	NA
Santa Clara University (Emergency Generator)	<0.01	NA	NA
Santa Clara University (Emergency Generator)	0.04	NA	NA
Santa Clara Policy Department (Gas Dispensing Facility)	0.02	NA	<0.01
Santa Clara University (Gas Dispensing Facility)	0.02	NA	<0.01
Cumulative Total	17.44	<0.16	<0.05
Air District Cumulative Source Threshold	100	0.8	10.0
Significant?	No	No	No
Air District = Bay Area Air District; MEI = maximally exposed individual; PM _{2.5} = particulate matter with a diameter of 2.5 or less microns Note: The age used to calculate the cancer risk is in parentheses.			
Source: Illingworth & Rodkin, Inc. <i>University Station Air Quality Assessment</i> . June 2025. Table 8.			

As shown in Table 3.3-9, the project's community health risk impact combined with the cumulative sources within 1,000 feet of the project site would not exceed the single or cumulative thresholds. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations from cumulative sources of TACs.

Odors

On its own, construction and operation of the project would not result in other emissions, such as odors, that would adversely affect a substantial number of people. The nearest cumulative project is the VTA BART Silicon Valley Phase II project. Due to the distance between the project site and the nearest cumulative project and the fact that construction odors are both localized and temporary, there would be no cumulative odor impact from the construction of the project and the nearest cumulative project.

Based on this discussion, the project would have less than significant cumulative air quality impacts.
(Less than Significant Cumulative Impact)



CUMULATIVE TAC SOURCES AND MAXIMUM TAC IMPACTS AT THE PROJECT MEI

FIGURE 3.3-2

3.3.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (2015) (*BIA v. BAAQMD*), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of Santa Clara has policies that address existing air quality conditions affecting a proposed project, including General Plan Policy 5.10.2-P3.

Future Project Sensitive Receptor Health Risk Assessment

The future residents of the proposed townhouses would be exposed to emissions associated with construction of the multi-family residential building in Phase 3, along with the cumulative sources within 1,000 feet of the project site. Health risk impacts were modeled consistent with the methodology used to determine health risks at the off-site MEI, as described above. The project on-site residential MEI would be the townhouse located at the northeastern corner of the project site.

The health risk impacts from Phase 3 construction upon the residents of the future townhouses would be below the Air District's thresholds because the future residents would only be exposed to approximately two years of construction unlike the off-site residential MEI, who would be exposed to 49 months or approximately four years of construction. Since the future townhouses residents' exposure to construction would be shorter than the off-site MEI and those residents would not be present for the intensive ground disturbing activities in the site preparation phase, the Phase 3 health risk impacts would be lower than the project health risk impacts shown in Table 3.3-8. Therefore, future townhouse residents would not be exposed to a significant health risk impact.

Table 3.3-10 summarizes the impacts from cumulative sources, and the on-site project MEI is shown in Figure 3.3-3, Details about the health risk modeling, data inputs, and assumptions are provided in Appendix B.

Table 3.3-10: Impacts from Cumulative Sources to Future Project Resident MEI

Source	Cancer Risk (per million)	Annual PM _{2.5} (µg/m ³)	Hazard Index
Southern Pacific Railroad Line	22.08 (infant)	<0.01	<0.01
El Camino Real	0.32 (infant)	0.24	<0.01
Santa Clara Police Facility (Emergency Generator)	0.38	<0.01	NA
City of Santa Clara – Well Site (Emergency Generator)	0.30	<0.01	NA
Santa Clara University (Emergency Generator)	0.22	<0.01	NA
Santa Clara University (Emergency Generator)	<0.01	NA	NA
Santa Clara University (Emergency Generator)	0.04	NA	NA
Santa Clara Police Department (Gas Dispensing Facility)	0.02	NA	<0.01
Santa Clara University (Gas Dispensing Facility)	0.02	NA	<0.01
Cumulative Total	23.29	<0.28	<0.05
Air District Single-Source Threshold	10	0.3	1.0
Significant?	Yes	No	No
Air District Cumulative Source Threshold	100	0.8	10.0
Significant?	No	No	No

Air District = Bay Area Air District; MEI = maximally exposed individual; PM_{2.5} = particulate matter with a diameter of 2.5 or less microns

Note: The age used to calculate the cancer risk is in parentheses. **Bold** = exceedance of threshold

Source: Illingworth & Rodkin, Inc. *University Station Air Quality Assessment*. June 2025. Table 9.

As shown in Table 3.3-10, health risk impacts from the Southern Pacific Railroad Line would exceed the Air District's single-source health risk thresholds at the on-site MEI location. However, filtration systems with a Minimum Efficiency Reporting Value (MERV) of at least 13 are required in new residential development per Section 120.1(b)(1)(C) and Section 150(m)(12)(C.) of the California Building Code. MERV-13 filters would reduce the cancer risk below the Air District's single-source threshold since these filters would reduce the cancer risk by approximately 70 percent.²⁶ The cancer risk from the Southern Pacific Railroad line would be reduced from 22.08 to 6.62 per million.²⁷ Therefore, the project would be consistent with General Plan Policy 5.10.2-P3.

²⁶ MERV-13 filters require regular maintenance and replacement.

²⁷ Illingworth & Rodkin, Inc. *University Station Air Quality Assessment*. June 2025. Page 31.



Source: Illingworth & Rodkin, Inc., May 21, 2025.

PROJECT TAC SOURCES AND LOCATION OF THE ON-SITE MEI

FIGURE 3.3-3

3.4 Biological Resources

The following discussion is based, in part, on an Arborist Report prepared by HortScience | Bartlett Consulting dated August 7, 2024. A copy of the report is attached to this EIR as Appendix C.

3.4.1 Environmental Setting

3.4.1.1 *Regulatory Framework*

Federal and State

Endangered Species Act

Individual plant and animal species listed as rare, threatened, or endangered under state and federal Endangered Species Acts are considered special-status species. Federal and state endangered species legislation has provided the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project would result in the take of a species listed as threatened or endangered. To “take” a listed species, as defined by the State of California, is “to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill” these species. Take is more broadly defined by the federal Endangered Species Act to include harm of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Sections 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats capable of supporting rare species, must be considered as part of the environmental review process. These may include plant species listed by the California Native Plant Society and CDFW-listed Species of Special Concern.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. This includes direct and indirect acts, except for harassment and habitat modification, which are not included unless they result in direct loss of birds, nests, or eggs. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Sensitive Habitat Regulations

Wetland and riparian habitats are considered sensitive habitats under CEQA. They are also afforded protection under applicable federal, state, and local regulations, and are generally subject to regulation by the United States Army Corps of Engineers (USACE), Regional Water Quality Control

Board (RWQCB), CDFW, and/or the USFWS under provisions of the federal Clean Water Act (e.g., Sections 303, 304, 404) and State of California Porter-Cologne Water Quality Control Act.

Fish and Game Code Section 1602

Streambeds and banks, as well as associated riparian habitat, are regulated by the CDFW per Section 1602 of the Fish and Game Code. Work within the bed or banks of a stream or the adjacent riparian habitat requires a Streambed Alteration Agreement from the CDFW.

Local

City of Santa Clara 2010-2035 General Plan

General Plan policies related to biological resources include, but are not limited to, the following listed below.

Policies	Description
5.3.1-P10	Provide opportunities for increased landscaping and trees in the community, including requirements for new development to provide street trees and a minimum 2:1 on- or off-site replacement for trees removed as part of the proposal to help increase the urban forest and minimize the heat island effect.
5.10.1-P1	Require environmental review prior to approval of any development with the potential to degrade the habitat of any threatened or endangered species.
5.10.1-P3	Require preservation of all City-designated heritage trees listed in the Heritage Tree Appendix 8.10 of the General Plan.
5.10.1-P4	Protect 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 well as in the public right-of-way.

City of Santa Clara Tree Protection Policies

Tree protection is provided under Chapter 12.35 of the City Code and under General Plan Policies 5.3.1-P10, 5.10.1-P3, and 5.10.1-P4 and Appendix 8.10. These policies detail protections for street trees and preservation of all City-designated heritage trees.

3.4.1.2 *Existing Conditions*

There are no waterways on or adjacent to the project site. Guadalupe River is located approximately one mile northeast of the project site; however, the waterway is separated from the project site by existing development, including San José Mineta International Airport.²⁸ The project site is currently developed with four office buildings, two parking garages, and surface parking areas that contain landscaping including various trees, shrubs, and groundcover. The site is in an urban

²⁸ United States Fish and Wildlife Service. *National Wetlands Inventory, Surface Waters and Wetlands*. Map. May 2021.

area. There are no sensitive habitat areas or waterways on-site; therefore, no rare, threatened, endangered, or special-status species are known to inhabit the project site. The primary biological resources on-site are trees, which provide habitat and foraging opportunities for urban-adapted birds. The project site currently contains 257 trees, 18 of which are protected trees under Section 12.35.080 of the City Code and 15 of which would qualify as ordinance-size trees under the City of San José requirements. See Appendix C for additional information regarding the trees on-site.

3.4.2 Impact Discussion

For the purpose of determining the significance of the project's impact on biological resources, 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)?
- 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?
- c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- 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, or impede the use of native wildlife nursery sites?
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- 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?

3.4.2.1 *Project Impacts*

-
- a) Would the project 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 CDFW or USFWS?
-

Special Status Species

As discussed in Section 3.4.1.2 Existing Conditions, the project site does not contain habitat suitable for special-status plant and animal species. The project would result in the redevelopment of an already urbanized area of the City of Santa Clara and would not result in the modification of any

habitat area for special-status species. Therefore, the proposed project would not adversely affect any candidate, sensitive, or special-status species. **(Less than Significant Impact)**

Nesting and Migratory Birds

The trees and shrubs within and bordering the project site could potentially provide nesting habitat for birds, including migratory birds or raptors. Nesting birds are species protected under the provisions of the MBTA and CDFW. Therefore, project construction activities during the nesting season (February to August) could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that results in loss of reproductive effort and/or abandonment is considered a taking by the CDFW and would constitute a significant impact.

Impact BIO-1: Construction of the proposed project could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment, which would constitute a significant impact under the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW). **(Significant Impact)**

Mitigation Measures

MM BIO-1.1: The project applicant shall schedule demolition and construction activities to avoid the nesting season if feasible. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1st through August 31st (inclusive).

MM BIO-1.2: If demolition and construction cannot be scheduled between September 1st and January 31st (inclusive), pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests shall 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 1st through April 30th inclusive) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1st through August 31st inclusive).

During this survey, the ornithologist shall 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 shall 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 shall not be disturbed during project construction.

Prior to any tree removal, or approval of any grading or demolition permits (whichever occurs first), the ornithologist shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Community Development Director or Director's designee.

With implementation of mitigation measure MM BIO-1.1 and MM BIO-1.2 above, construction impacts to nesting raptors or other migratory birds would be reduced to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

- b) Would the project 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?
-

As discussed in Section 3.4.1.2 Existing Conditions, the nearest waterway is Guadalupe River, which is approximately one mile northeast of the project site. No riparian habitat or sensitive natural communities exist on or adjacent to the site. Therefore, the development of the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. **(No Impact)**

- c) Would the project have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means?
-

The project site is surrounded by urban uses and does not contain any wetlands. As a result, the project would not have an impact on state or federally protected wetlands. **(No Impact)**

- d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
-

Because the project site is surrounded by urban development and does not contain any waterways, sensitive habitats (such as wetlands), or open space areas along the San Francisco Bay, it does not function as a wildlife movement corridor for fish, birds, and non-flying wildlife in the region. As discussed under checklist question a) above, the project would implement mitigation measures MM BIO-1.1 and MM BIO-1.2 to protect nesting birds, if present during construction. The project would, therefore, not substantially interfere with the movement of fish or wildlife species, nor interfere with established corridors or wildlife nursery sites. **(Less than Significant Impact with Mitigation Incorporated)**

- e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
-

Per General Plan Policy 5.3.1-P10, new development is required to provide street trees and a minimum 2:1 ratio of replacement trees, either on- or off-site, as replacement for removal of existing trees. In addition, Chapter 12.35 of the City Code serves to protect all trees (native and non-native) planted or growing in the streets or public places of the City ("City trees"), as well as certain privately-owned trees. A permit is required for removal of any City trees, City-designated

heritage trees, trees from nine listed species with a diameter of 12 inches or more at 54 inches above grade, and any tree with a diameter of 38 inches or more at 54 inches above grade. These trees are considered “protected” trees, and the Code also prohibits the attaching of anything to a protected tree in the City, unless it is necessary and proper to the growth and care of the tree. Additionally, the City Code requires a replacement ratio of 2:1 for 24-inch box replacement trees, or replacement ratio of 4:1 for 15-gallon replacement trees.

As discussed in Section 3.4.1.2 Existing Conditions, the project would remove 210 trees. Based on the City’s tree replacement policy, the proposed project would be required to plant a minimum of 420 trees. The project currently proposes to plant approximately 450 trees on-site which is consistent with General Plan Policy 5.3.1-P10. The remaining 47 trees would be protected during demolition and project construction. The project would be required to comply with the City’s tree replacement policy. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources. **(Less than Significant Impact)**

-
- f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?
-

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

3.4.2.2 *Cumulative Impacts*

Would the project result in a cumulatively considerable contribution to a significant cumulative biological resources impact?

The geographic area for cumulative biological resources impacts is the project site and adjacent parcels. The nearest cumulative project to the site is the VTA BART Silicon Valley Phase II project which is located north of the rail lines that run parallel to the northern project site boundary. This project has undergone separate environmental review and would implement the identified mitigation measures and Conditions of Approval to limit potential biological impacts. In addition, the project site is within the boundaries of the proposed Santa Clara Station Area Plan, which is currently in the initial stages of a separate, plan-level environmental review. At this stage of the planning process, estimating cumulative environmental impacts that could result from the development of future projects within the Santa Clara Station Area Plan is speculative. Those future cumulative projects within the Santa Clara Station Area Plan would undergo separate environmental review as they are proposed.

As discussed above, the project site and surrounding parcels are in a developed, urban area that does not contain sensitive biological resources or habitat. The project site is not bordered by other

projects impacting biological resources, and the project would not result in impacts to biological resources with implementation of mitigation measures MM BIO-1.1 and MM BIO-1.2 and compliance with the City's tree protection and replacement policies. Cumulative projects in the City, including projects currently under construction or planned for future construction north of the project site and future projects within the Santa Clara Station Area Plan, would comply with the same City requirements and mitigation measures to protect biological resources. Therefore, the proposed project would result in less than significant cumulative impacts with mitigation incorporated. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

3.5 Cultural Resources

The following discussion is based upon an Archaeological Sensitivity Assessment prepared by Archaeological/Historical Consultants in September 2025. A copy of the Literature Search, which is a confidential report, is on file at the City of Santa Clara Planning Division and can be viewed with the proper credentials.

3.5.1 Environmental Setting

3.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

Federal protection is legislated by the National Historic Preservation Act of 1966 (NHPA) and the Archaeological Resource Protection Act of 1979. These laws maintain processes for determination of the effects on historical properties eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA and related regulations (36 Code of Federal Regulations [CFR] Part 800) constitute the primary federal regulatory framework guiding cultural resources investigations and require consideration of effects on properties that are listed or eligible for listing in the NRHP. Impacts to properties listed in the NRHP must be evaluated under CEQA.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.²⁹

Historical resources eligible for listing in the CRHR must meet the significance criteria described previously and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

The concept of integrity is essential to identifying the important physical characteristics of historical resources and, therefore, in evaluating adverse changes to them. Integrity is defined as “the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance.” The processes of determining integrity are

²⁹ California Office of Historic Preservation. “CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6.” Accessed September 23, 2025.
<https://ohp.parks.ca.gov/pages/1069/files/technical%20assistance%20bulletin%206%202011%20update.pdf>.

similar for both the CRHR and NRHP and use the same seven variables or aspects to define integrity that are used to evaluate a resource's eligibility for listing. These seven characteristics include 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association.

Senate Bill 18 (2004)

The intent of SB 18 is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. The act requires that upon discovery of human remains, construction or excavation activity must cease and the county coroner be notified.

Public Resources Code Section 5097.98

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These procedures are outlined in Public Resources Code Section 5097.98. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

Pursuant to Public Resources Code Section 5097.98, in the event of human remains discovery, no further disturbance is allowed until the county coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are of a Native American, the county coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native American remains. The code section also stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

Local

City of Santa Clara 2010-2035 General Plan

General Plan policies related to cultural resources include, but are not limited to, the following listed below.

Policies	Description
5.6.3-P1	Require that new development avoid or reduce potential impacts to archaeological, paleontological and cultural resources.
5.6.3-P4	Require that a qualified paleontologist/archaeologist monitor all grading and/or excavation if there is a potential to affect archeological or paleontological resources, including sites within 500 feet of natural water courses and the Old Quad neighborhood.
5.6.3-P5	In the event that archeological/paleontological resources are discovered, require that work be suspended until the significance of the find and recommended actions are determined by a qualified archeologist/paleontologist.
5.6.3-P6	In the event that human remains are discovered, work with the appropriate Native American representative and follow the procedures set forth in state law.

City of Santa Clara Historic Preservation Ordinance (Chapter 18.130)

The City has adopted a Historic Preservation Ordinance to promote the identification, protection, enhancement and perpetuation of buildings, structures and properties within the City that reflect the special elements of the City's social, economic, historical, architectural, engineering, archaeological, cultural, natural, or aesthetic heritage. Section 18.130.070 requires referral to the Historical and Landmarks Commission (HLC) for projects that are located within 200 feet of a property that has been identified on the City's Historic Resources Inventory (HRI), which is a list of architecturally or historically significant resources, as determined by the City.

3.5.1.2 *Existing Conditions*

Subsurface Resources

Precontact Resources

Native Americans occupied Santa Clara Valley and the greater Bay Area for more than 5,000 years. The exact time period of the Ohlone (originally referred to as Costanoan) migration into the Bay Area is debated by scholars. Dates of the migration range between 3000 B.C. and 500 A.D. The customary way of living, or lifeway, of the Costanoan/Ohlone people disappeared by about 1810 due to disruption by introduced diseases, a declining birth rate, and the impact of the California mission system established by the Spanish in the area in 1777.

The project site is in the Tamien tribal region, which includes the central Santa Clara Valley along the Guadalupe River from Agnew to present day downtown San José, and the flatland from Guadalupe River to present day Cupertino.

Archaeological sites are most often found in flat locations with access to a perennial source of fresh water. In the City of Santa Clara, Native American sites are most often found within 0.5 miles of major watercourses and 0.25 miles of minor watercourses. The project site is mostly flat, and an unnamed watercourse ran through it during the early historic period, with a second watercourse approximately 180 feet to the east. These factors make the project site sensitive for buried Native American archaeological resources. In addition, review of prior research done in the project vicinity identified records of a Native American shell midden near the site and records of known Native American burial areas within and surrounding the site boundaries. Therefore, the project site has high sensitivity for buried Native American cultural resources.

Mission Period and Post-Secularization Period

The precise location of the original Mission Santa Clara is not known; however, research suggests a possible location on land that is now a part of the San José Mineta International Airport. The Mission Santa Clara, as well as the Pueblo of San José, were both established in 1777. However, both settlements subsequently moved locations due to flooding along the Guadalupe River.

The second and third locations of the Mission are within the City of Santa Clara, adjacent to the project site. The second and third Missions consisted of adobe churches, housing for the padres and neophytes, warehouses for supplies, dedicated shop buildings, corrals for the horses, the orchard, and the neophyte cemetery. The project site is located within the boundaries of what was once the orchard, and the other Mission buildings were located west of the project site. The neophyte cemetery was in the project vicinity; however, there is some uncertainty about the cemetery's exact extent. In addition, other burials have been recovered in the area surrounding the project site.

After secularization in 1833, ownership of the orchard, including the portion located within what is now the project site boundaries, was sold to Judge Joshua Winn (J.W.) Redman and his business associates in the mid-1800s. Judge J.W. Redman was the first county judge for Santa Clara County, and he played a significant role in the development of local infrastructure. It is believed that he also moved into the caretaker's adobe building on-site. Ultimately, the ownership claim of Judge J.W. Redman and his consortium was rejected in 1855, and ownership of the orchard was transferred to Bishop Alemany as part of the church lands in 1858. The orchard eventually became part of the Santa Clara College campus.

Adobe structures within the Santa Clara Mission complex, including walls like those that previously surrounded the orchard, were built on a layer of gravel and rocks that served as footings. Segments of these walls and foundations may exist under the project site and have been encountered in earlier excavations near the project site. Remnants of the Mission orchard trees could also be present under the project site as stumps or roots. Given that the adobe building associated with the orchard was used as a residence into the 1850s, the occupants of the adobe building likely disposed of their unwanted and broken items within or adjacent to the project site, creating deposits of artifacts. These may be found as sheet scatters or as hollow-filled features like privies or trash pits. Typically, deposits of historic-period artifacts are found in areas to the side and behind residences,

while building locations may be the site of structural features. The sensitivity for archaeological deposits associated with the period 1777 through 1860 (including the Mission orchard, larger Mission complex, and the later occupation of the orchard by Redman) is very high.

20th Century Development On-Site

In 1901, the California Cured Fruit Association constructed a large, dried fruit warehouse on-site. During the 1920s, Libby, McNeill & Libby constructed a fruit packing plant at the corner of Franklin and Campbell (now El Camino Real) which included the project site and adjacent parcels to the southwest. By the 1930s, the plant expanded by constructing several fruit packing, cold storage, and shipping buildings within the boundaries project site. By the early 1940s, the plant was acquired by the Rosenberg Brothers who had previously become the largest shipper of dried fruit in the world during the 1930s. The expansion of this plant on-site included acquisition of another packaging plant within the project site boundaries and additional construction that eventually built out the site. These buildings and the packaging operations were sold and acquired by various entities before being demolished during the 1980s and 1990s. The current improvements on-site were constructed by 1999.

While it is possible that structural remains or artifacts related to the fruit packing, cold storage, and shipping uses that previously operated within the site boundaries may be buried on-site, it is unlikely that such deposits would have sufficient information potential to be eligible for the California Register of Historical Resources. Therefore, the project area has moderate sensitivity for 20th century historic-period archaeological deposits.

Historic Resources (Built Environment)

The site is currently developed with four office buildings, two parking garages, and surface parking lots. According to the City's list of Architecturally or Historically Significant Properties, there are no historic properties on-site. However, Santa Clara Station and the Santa Clara University campus, which are in proximity to the project site, are both listed as architecturally significant and historic places. The existing structures on-site are less than 50 years old; therefore, the structures are not old enough to meet the criteria for being considered historical resources.

3.5.2 Impact Discussion

For the purpose of determining the significance of the project's impact on cultural resources, would the project:

- a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?
- c) Disturb any human remains, including those interred outside of dedicated cemeteries?

3.5.2.1 *Project Impacts*

-
- a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?
-

As discussed above under Section 3.5.1.2 Existing Conditions, none of the structures on-site are eligible for listing as historic resources under national, state, or local criteria and none are included on the City's list of Architecturally or Historically Significant Properties. Santa Clara Station and the Santa Clara University campus, which are on properties adjacent to the project site, are both listed on the local register. The Santa Clara Depot at Santa Clara Station is also listed on the NRHP and the Mission is a California State Historical Landmark. However, the project would not result in any impacts that could cause a substantial adverse change to those resources. Therefore, the project would have no impact on historical resources pursuant to CEQA Guidelines Section 15064.5. **(No Impact)**

- b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?
-

As discussed above under Section 3.5.1.2 Existing Conditions, the project site has a high sensitivity for buried Native American cultural resources, a very high sensitivity for archaeological deposits associated with the period 1777 through 1860, and a moderate sensitivity for 20th century historic-period archaeological deposits.

Construction activities on-site would require a maximum excavation depth of 15 feet, and these activities could disturb unknown archaeological resources.

Impact CUL-1: Construction activities associated with the project could disturb unknown archaeological resources. **(Significant Impact)**

To reduce this impact to a less than significant level, the following mitigation measures shall be implemented prior to the commencement of ground disturbing activities on-site.

Mitigation Measures

MM CUL-1.1: Prior to issuance of any demolition or grading permits, a qualified archaeological consultant will conduct subsurface sampling in identified sensitive areas on-site (based on the Archaeological Sensitivity Assessment) to determine if subsurface archaeological resources are present. A Native American monitor from a tribe registered with the Native American Heritage Commission (NAHC) for the City of Santa Clara that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code Section 21080.3, will assist in the implementation of the subsurface sampling.

Testing for historic-era resources shall extend to a depth of four feet below the current ground surface. Testing for prehistoric resources shall extend to a depth of eight feet below the current ground surface. In the event that no significant resources are discovered, the archaeological consultant shall prepare a findings report to be submitted to the Director of Community Development for review and approval and no further field work would be required prior to the start of construction. In addition, Mitigation Measures CUL-1.3 through CUL-1.5 (listed below) would be required to be implemented.

In the event that significant resources are discovered on-site, a site-specific cultural resources treatment plan shall be prepared by the archaeological consultant and approved by the Director of Community Development. Implementation of the plan will occur prior to issuance of any grading permits in conformance with the steps outlined below. Depending on the extent of the investigation outlined in the treatment plan, demolition permits may be required and will be issued (if needed) after review and approval of the plan by the Director of Community Development.

1. Investigation – Resource Identification

Archaeologists will investigate features to determine their potential significance. Decisions will be made about which features will be subject to archaeological data recovery.

Determination of significance of historic archaeological property types is tied directly to their historical context and relevance to research themes further discussed below. Usefulness of a property type (feature) with regard to relevant research themes determines the legal importance of that resource. Also germane to the importance of property types are assessments of integrity, land use history, and comparison with other known similar property types. Especially relevant here are issues that cannot be addressed using data from other sources. The purpose of identifying relevant research themes is to help predict areas of special concern, given expected property types. Determination of relevance to research themes is critical to the identification of significant features in the field.

If data recovery is determined to be appropriate, excavation will target recovery of an appropriate amount of information from archaeological deposits to determine potential of the resource to address specific research questions. If it occurs, data recovery will emphasize understanding of the archaeological deposit's structure,

including features and stratification, horizontal and vertical extent, and content including the nature and quantity of artifacts.

2. Reporting

Upon completion of the field work, a findings report will be prepared consistent with the outline below and will focus on particular finds encountered during the excavation. All reports will at a minimum meet the Secretary of the Interior's Standards for Archaeological Documentation. The report will be submitted to the applicant and all reviewing agencies, and will ultimately be filed with the Northwest Information Center at Sonoma State University.

The technical report on project results may address the following elements: executive summary; statement of scope, including project location and setting; background contexts or summaries; summary of previous research, historical and archaeological; research goals and themes; field and laboratory methodologies; descriptions of recovered materials; findings and interpretations, referencing research goals; conclusions; references cited; and appendices such as artifact catalogs, special studies, and other information relevant to the project and findings.

MM CUL-1.2: Upon completion of all field work, but before completion of the Findings Report (outlined in MM CUL-1.1), a preliminary report outlining the data recovery work on the site shall be submitted to the Director of Community Development for review and approval prior to issuance of grading or building permits.

MM CUL-1.3: Prior to the commencement of construction activities on-site, the applicant shall secure the services of a qualified archaeologist and a representative of a tribe registered with the Native American Heritage Commission (NAHC) for the City of Santa Clara that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code Section 21080.3. The qualified archaeologist and tribal representative shall prepare a workforce environmental awareness program (WEAP) to instruct construction workers of the obligation to protect and preserve valuable resources. The WEAP shall be reviewed and approved by the City's Community Development Director, or his or her designee, prior to the issuance of construction and grading permits. This program shall be provided to all construction workers as a field training prior to the beginning of ground-disturbing activities, and shall include a discussion of applicable laws and penalties under the laws; samples or visual aids of resources that could be encountered in the project vicinity; instructions regarding the need to halt work in the vicinity of any potential archaeological and Native American resources

encountered; and measures to notify their supervisor, the applicant, and the specialist(s).

MM CUL-1.4: Ground-disturbing activities (including, but not limited to, excavation, grading, irrigation installation, foundation preparation, and utility trenching) shall be monitored by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards and a Native American monitor from a tribe registered with the Native American Heritage Commission (NAHC) for the City of Santa Clara that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code Section 21080.3. The qualified archaeologist and Native American representative shall be given five days' written notice prior to the start of any ground-disturbing activity. The project applicant shall document receipt of notification in writing. The qualified archaeologist shall have authority to halt construction activities temporarily in the immediate vicinity of an unanticipated find until its significance can be assessed by the qualified archaeologist. A summary report of the monitoring results, including any protective measures implemented, shall be submitted to the City prior to the issuance of building permits.

MM CUL-1.5: In the event that archaeological deposits or materials of any kind are inadvertently exposed during any construction activity, work within 50 feet of the find shall cease until the qualified archaeologist can assess the find and provide recommendations for further treatment, if warranted. The archaeologist, in consultation with the project applicant, shall make the necessary plans for treatment of the find(s) if the resource is eligible for listing on the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). Construction within a radius determined by the archaeologist shall not recommence until the assessment is complete.

- a. Any treatment other than preservation in place must be approved by the City of Santa Clara. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in resource.
- b. The culturally affiliated tribe(s) who consulted on the project, or if no consultation occurred the tribe identified by the Native American Heritage Commission (NAHC), shall determine the disposition of any tribal cultural resources (TCR) artifacts discovered during on-site excavation or construction activities or TCR artifacts resulting from execution of a treatment plan. The disposition of TCR artifacts shall include, but not be limited to, reburial in close proximity of the finds without scientific study, allowing scientific study before reburial of the materials either near the origin of the find or in

another protected place, or temporary curation at a facility at an institution that meets the U.S. Secretary of the Interior's criteria for curation (36 CFR 79) prior to reburial. Disposition of any TCR artifacts shall be subject to approval by the culturally affiliated tribe. All curation fees and related expenses shall be paid by the project applicant.

- c. To ensure adequate space and protection are provided for reburial of any TCRs discovered on the project site, the Permittee shall designate a cultural easement area. The easement area shall be in a location that will not be subject to future disturbance and that will not require the relocation of buildings or other physical improvements on the site.
- d. The registered professional archaeologist shall file State of California Department of Parks and Recreation (DPR) Series 523 forms for the cultural easement/TCR reburial location (if used) with the California Historical Resources Information System (CHRIS) Center in accordance with the guidelines established by the California Office of Historic Preservation. The DPR Series 523 forms shall establish a permanent record of the cultural easement location and any TCRs discovered on the project site for future site identification and protection. The registered professional archeologist shall also file a Sacred Lands File record with the NAHC on behalf of the culturally affiliated tribe.

With implementation of the above mitigation measures, the project would have a less than significant impact on archeological resources. **(Less than Significant Impact with Mitigation Incorporated)**

-
- c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?
-

Given the historic uses on and adjacent to the site, as detailed above in Section 3.5.1.2 Existing Conditions, construction activities on-site could result in the disturbance of unknown human remains.

Impact CUL-2: The proposed project could result in the disturbance of human remains during excavation of the project site. **(Significant Impact)**

To reduce this potential impact to a less than significant level, the following mitigation measure would be implemented.

Mitigation Measure

MM CUL-2.1: 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 will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.

With implementation of mitigation measure MM CUL-2.1, the proposed project would result in a less than significant impact on human remains. **(Less than Significant Impact with Mitigation Incorporated)**

3.5.2.2 *Cumulative Impacts*

-
- a) Would the project result in a cumulatively considerable contribution to a significant cumulative cultural resources impact?
-

The geographic area for cumulative cultural resources impacts is the project site and adjacent parcels. The project site is within the boundaries of the proposed Santa Clara Station Area Plan, which is currently in the initial stages of a separate, plan-level environmental review. At this stage of the planning process, estimating cumulative environmental impacts that could result from the development of future projects within the Santa Clara Station Area Plan is speculative. Those future cumulative projects within the Santa Clara Station Area Plan would undergo separate environmental review as they are proposed.

As discussed above under checklist question a), the project would not result in an impact to historical resources pursuant to CEQA Guidelines Section 15064.5. Therefore, the project would not result in a cumulatively considerable contribution to a significant cumulative impact on historical resources. Cumulative projects in the City, including those in the Santa Clara Station Area Plan, and other cumulative projects in adjacent jurisdictions would require excavation and grading or other activities that may affect unknown prehistoric cultural resources and/or historic resources. Impacts to subsurface resources from the project would be mitigated to less than significant with implementation of the mitigation measures MM CUL-1.1 – MM CUL-1.5 and MM CUL-2.1 identified above. All other cumulative projects would be required to implement comparable mitigation, consistent with the archaeological sensitivity of each site. Therefore, the proposed project would not have a cumulatively considerable impact on subsurface archaeological resources. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

3.6 Energy

3.6.1 Environmental Setting

3.6.1.1 *Regulatory Framework*

Federal and State

Energy Star and Fuel Efficiency

At the federal level, energy standards set by the EPA apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. Governor Schwarzenegger issued Executive Order (EO) S-3-05, requiring statewide emissions reductions to 80 percent below 1990 levels by 2050. In 2008, EO S-14-08 was signed into law, requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

Executive Order B-55-18 (2018) and Assembly Bill 1279 (2022)

Executive Order B-55-18 was issued in September 2018. It ordered a new statewide goal of achieving carbon neutrality no later than 2045 and to maintain net negative emissions thereafter.

Assembly Bill 1279, also known as the California Climate Crisis Act, was approved on September 16, 2022, and codifies the statewide goal set by Executive Order B-55-18 of achieving net zero GHG emissions no later than the year 2045 and maintaining net negative emissions thereafter. In addition, this bill has a statewide goal of reducing anthropogenic GHG emissions by 85 percent below the 1990 levels by the year 2045. The bill requires CARB to work with relevant state agencies to ensure that updates to the scoping plan, identify and recommend measures to achieve these policy goals, and implement strategies that enable CO₂ removal solutions and carbon capture, utilization, and storage technologies in California. The bill requires CARB to submit an annual report.

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a

legislative mandate to reduce California’s energy consumption. Title 24 is updated approximately every three years.³⁰ Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.³¹

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars II program in 2022 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2026 through 2035. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.³²

Local

City of Santa Clara General Plan

The City of Santa Clara 2010-2035 General Plan includes goals, policies, and actions to protect and conserve energy resources in the City. The following goals, policies, and actions are applicable to the proposed project:

Policies	Description
5.10.3-P1	Promote the use of renewable energy resources, conservation, and recycling programs.
5.10.3-P4	Encourage new development to incorporate sustainable building design, site planning and construction, including encouraging solar opportunities.
5.10.3-P5	Reduce energy consumption through sustainable construction practices, materials, and recycling.
5.10.3-P6	Promote sustainable buildings and land planning for all new development, including programs that reduce energy and water consumption in new development.
5.10.3-P8	Provide incentives for LEED certified, or equivalent development.

³⁰ California Building Standards Commission. “California Building Standards Code.” Accessed June 5, 2025. https://www.dgs.ca.gov/BSC/Codes#@ViewBag_JumpTo.

³¹ California Energy Commission (CEC). “2022 Building Energy Efficiency Standards.” Accessed June 5, 2025. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>.

³² California Air Resources Board. “Advanced Clean Cars II.” Accessed June 5, 2025. <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/advanced-clean-cars-ii>

Construction and Demolition Debris Recycling Program

The City of Santa Clara requires project applicants seeking building and/or demolition permits for projects greater than 5,000 square feet to recycle at least 65 percent of discards.

Santa Clara Reach Code

Reach Codes are local ordinances adopted by the local government that exceed and enhance the current version of the state's Energy and Green Building standards codes. By adopting the City Reach Code ordinance, the City of Santa Clara utilized this opportunity to not only meet local climate action goals to reduce greenhouse gas emissions, but also to achieve greater energy savings and accelerate decarbonization through electric vehicle parking and Photovoltaic (PV) panel requirements that go beyond state standards.

3.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 7,194 trillion British thermal units (Btu) in the year 2023, the most recent year for which this data was available.³³ In 2023, the commercial sector consumed approximately 1,158 trillion Btu, the residential sector consumed approximately 1,167 trillion Btu, the industrial sector consumed approximately 1,468 trillion Btu, and the transportation sector consumed approximately 3,036 trillion Btu.³⁴ Out of the 50 states, California is ranked second in total energy consumption and 46th in energy consumption per capita.³⁵ This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

Electricity

California's total system electric generation in 2023 was approximately 281,140 gigawatt hours (GWh), which is an approximately two percent decrease compared to the 2022 amount of 287,220 GWh.^{36,37} In 2023, renewable/carbon free sources of energy were the largest source of California's power mix at approximately 58 percent.³⁸ In 2023, Santa Clara County consumed approximately

³³ United States Energy Information Administration. "Consumption by Source California Energy Consumption Estimates, 2023." Accessed June 5, 2025. <https://www.eia.gov/state/?sid=CA#tabs-1>.

³⁴ United States Energy Information Administration. "Consumption by Sector California Energy Consumption by End-Use Sector, 2023." Accessed June 5, 2025. <https://www.eia.gov/state/?sid=CA#tabs-2>.

³⁵ United States Energy Information Administration. "California State Energy Profile." Last Updated May 16, 2024. Accessed June 5, 2025. <https://www.eia.gov/state/print.php?sid=CA>.

³⁶ California Energy Commission. "2022 Total System Electric Generation." Accessed June 5, 2025. <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2022-total-system-electric-generation>.

³⁷ California Energy Commission. "2023 Total System Electric Generation." Accessed June 5, 2025. <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2023-total-system-electric-generation>.

³⁸ Ibid.

16,690 GWh with the residential sector consuming approximately 4,168 GWh (25 percent) and the non-residential sector consuming approximately 12,522 GWh (75 percent).³⁹

Silicon Valley Power (SVP) is the City of Santa Clara's energy utility and would provide electricity service to the project site. SVP provides residential customers with carbon-free power as their standard, default power supply. This means the power generation produces no net carbon emissions. For commercial customers, SVP offers several options for participation in green energy programs, including a carbon-free energy option.⁴⁰

Natural Gas

In 2023, California produced approximately 130,703 million cubic feet of natural gas with the state importing natural gas from other states.⁴¹ In 2023, the state's natural gas consumption was mixed between the agriculture, commercial, industrial, mining, residential, and transportation sectors for a total of 11,964 million therms consumed.⁴²

In 2023, the total consumption of natural gas in Santa Clara County was approximately 443 millions of therms with approximately 195 millions of therms (44 percent) being consumed by the non-residential sector and approximately 248 millions of therms (56 percent) being consumed by the residential sector.⁴³ PG&E provides natural gas services within the Santa Clara.

Fuel for Motor Vehicles

Approximately 13,576 millions of gallons of gasoline and approximately 2,316 millions of gallons of diesel was consumed by vehicles in California in 2023. In Santa Clara County, approximately 563 millions of gallons of gasoline and approximately 45 millions of gallons of diesel was consumed by vehicles.⁴⁴

The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles) in the United States has steadily increased from about 13.1 miles per gallon (mpg) in the mid-1970s to

³⁹ California Energy Commission. "Electricity Consumption." Accessed June 5, 2025. <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0>

⁴⁰ Silicon Valley Power. "Carbon-Free FAQ." Last Updated August 26, 2019. <https://www.siliconvalleypower.com/svp-and-community/about-svp/faqs/carbon-free-faq>.

⁴¹ United States Energy Information Administration. "California State Energy Profile." Last Updated May 16, 2024. Accessed June 5, 2025. <https://www.eia.gov/state/print.php?sid=CA>.

⁴² California Energy Commission. "Natural Gas Consumption." Accessed June 5, 2025. <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1>

⁴³ Ibid.

⁴⁴ California Energy Commission. "2010-2023 California Annual Retail Fuel Outlet Report Results (CEC-A15) Energy Assessments Division." September 19, 2024. Accessed June 5, 2025. <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting>.

27.1 mpg in 2023.⁴⁵ Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was updated in June 2024 to require all cars and light duty trucks achieve an overall industry average fuel economy of 50.4 mpg by model year 2031.⁴⁶

3.6.2 Impact Discussion

For the purpose of determining the significance of the project's impact on energy, would the project:

- a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

3.6.2.1 *Project Impacts*

-
- a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
-

Energy Use During Construction

Construction of the project would require demolition, preparation of the site, grading, trenching, building construction, paving, and finishing of the building interiors. These activities, along with the transportation of building materials, would require energy. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks. The overall construction schedule and process is designed to be efficient to avoid excess monetary costs. Equipment and fuel would not be used wastefully on the site because of the added expense associated with renting the equipment, maintaining it, and fueling it. Furthermore, construction of the project would occur in an urbanized area in proximity to roadways, construction supplies, and workers, making it more efficient than construction occurring in outlying, undeveloped areas. In addition, the project would be mandated to comply with the City's requirements to recycle or salvage a minimum of 65 percent of nonhazardous construction and demolition waste for reuse, minimizing energy impacts from the creation of new construction materials; thereby minimizing energy impacts from the creation of waste. For these reasons, the construction of the project would not use energy in a wasteful manner. **(Less than Significant Impact)**

⁴⁵ United States Environmental Protection Agency. "The 2024 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." November 2024. Accessed June 5, 2025. <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P101CUU6.pdf>.

⁴⁶ United States Department of Transportation. "USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2027-2031." June 7, 2024. Accessed June 5, 2025. <https://www.transportation.gov/briefing-room/usdot-finalizes-new-fuel-economy-standards-model-years-2027-2031>.

Energy Use During Project Operation

Operation of the project would consume energy for building heating and cooling, lighting, and appliance use. Operational energy would also be consumed by residents traveling to and from the project site. The net increase in energy use of the project is summarized in Table 3.6-1 below.

Table 3.6-1: Estimated Annual Energy Use of Project Operation

Source	Electricity (kWh) ¹	Natural Gas (kBtu) ¹	Gasoline (gallons) ^{2,3}
Existing Use	3,657,940	4,104,050	145,707
Project	2,958,138	0 ⁴	156,931
Net Energy Total	-699,802	-4,104,050	11,224

kWh = kilowatt-hour, kBtu = one thousand British thermal units

¹ Source: Illingworth & Rodkin, Inc. *University Station Air Quality Assessment*. June 2025

² The vehicle miles traveled per year for the existing use is 3,555,240 miles and 3,829,122 miles for the project

³ For gasoline use, an average fuel economy of 24.4 mpg was used to estimate the gallons of gasoline. Source: Department of Energy. "Average Fuel Economy by Major Vehicle Category." Last Updated January 2024. Accessed June 5, 2025. <https://afdc.energy.gov/data/10310>.

⁴ The project would be 100 percent electric without natural gas infrastructure.

As shown in Table 3.6-1 above, the project would result in a decrease in electricity use and natural gas consumption but an increase in gasoline demand compared to existing conditions. However, the increase in gasoline demand due to the project would not represent a wasteful or inefficient use of energy resources because the project would be required to prepare and implement a TDM plan to reduce project VMT as required by the City of Santa Clara 2022 CAP. The proposed multi-family residential building is required to reduce VMT by 20 percent with a 10 percent reduction through active TDM measures. The proposed townhouses are classified as single-family residences, which are not required to implement TDM measures.

As listed in Section 2.2.5 Transportation Demand Management Services, proposed TDM measures could include, but are not limited to, information and marketing to encourage new residents to use alternatives to driving, on-site pedestrian walkways, bicycle parking, public transit trip planning resources, carpooling, VTA Guaranteed Ride Home Service, and high-bandwidth internet connection to facilitate telecommuting. The project site location would also reduce gasoline use from private vehicles given the project site's proximity to the Santa Clara Transit Center, which provides access to Caltrain and VTA buses. Therefore, the project would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project operation.

Overall, the project involves the construction and operation of conventional residential buildings. As a result, there is nothing atypical or unusual about the project's construction or operations that would result in wasteful, inefficient, or unnecessary consumption of energy. For the reasons

discussed above, the project would not result in a wasteful use of energy. **(Less than Significant Impact)**

- b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?
-

The project would comply with the current energy efficiency standards set forth in Title 24 and include all-electric residences and EV parking spaces. The project would result in a decrease in demand on existing energy resources, and the project would be required to comply with applicable regulations, such as the California Building Code, that would conserve energy and water and reduce fuel consumption and waste generation. For these reasons, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

3.6.2.2 *Cumulative Impacts*

- a) Would the project result in a cumulatively considerable contribution to a significant cumulative energy impact?
-

By its nature, energy is a cumulative resource. The geographic area for cumulative energy impacts is the state. Past, present, and future development projects contribute to the state's energy impacts. If the project is determined to have a significant energy impact, it is concluded that the impact is cumulatively considerable. As discussed under checklist questions a) through b) above, the project would not result in significant energy impacts due to project design features, such as being all electric and including TDM measures to reduce VMT. Therefore, the project would not result in significant cumulative energy impacts. **(Less than Significant Cumulative Impact)**

3.7 Geology and Soils

The following discussion is based upon a Preliminary Geotechnical Investigation prepared by Cornerstone Earth Group, Inc., dated April 15, 2024. A copy of the Preliminary Geotechnical Investigation is attached to this Initial Study as Appendix D.

3.7.1 Environmental Setting

3.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within an Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 following the 1989 Loma Prieta earthquake. The SHMA directs the California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. CGS has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, landslides, and ground shaking, including the central Bay Area. The SHMA requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the seismic hazard is present and identify measures to reduce earthquake-related hazards.

California Building Standards Code

The California Building Standards Code (CBSC) prescribes standards for constructing safe buildings. Part 2 of the CBSC contains the California Building Code (CBC), which contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Public Resources Code Section 5097.5

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These materials are valued for the information they yield about the history of the earth and its past ecological settings. California Public Resources Code Section 5097.5 specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

Local

City of Santa Clara 2010-2035 General Plan

General Plan policies applicable to geology and soils include, but are not limited to, the following listed below.

Policies	Description
5.10.5-P5	Regulate development, including remodeling or structural rehabilitation, to ensure adequate mitigation of safety hazards, including flooding, seismic, erosion, liquefaction and subsidence dangers.
5.10.5-P6	Require that new development is designed to meet current safety standards and implement appropriate building code to reduce risks associated with geologic conditions.
5.10.5-P7	No Implement all recommendations and design solutions identified in project soils reports to reduce potential adverse effects associated with unstable soils or seismic hazards.

Santa Clara City Code

Title 15 of the Santa Clara City Code includes the City's adopted Building and Construction Code. These regulations are based on the CBC and include requirements for building foundations, walls, and seismic resistant design. Requirements for grading and excavation permits and erosion control are included in Chapter 15.15 Building Code. Requirements for building safety and earthquake reduction hazards are addressed in Chapter 15.55 Seismic Hazard Identification.

3.7.1.2 Existing Conditions

Regional Geology

The project site is in the Santa Clara Valley, an alluvial basin bounded by the Santa Cruz Mountains to the west, the Diablo Range to the east, and the San Francisco Bay to the north. The Valley was formed when sediments derived from both mountain ranges were exposed by tectonic uplift and regression of the inland sea which previously inundated the area. The Upper Quaternary sediments that comprise most of this basin consist of up to 1,000 feet of poorly sorted gravel, sand, and clay which were deposited in alluvial fan formations. The topography of the Santa Clara Valley rises from sea level at the south end of the Bay to elevations of more than 2,000 feet to the east. The average grade of the valley floor ranges from nearly horizontal to about two percent generally down to the northwest. Grades are steeper on the surrounding hillsides which border the valley.

Site Geology

Soils

The project site is primarily underlain undocumented fill consisting of dense clayey gravels with sand, medium dense clayey sands, and stiff to very stiff sandy clays. Below the undocumented fill, the site is underlain by hard to very stiff clay and medium dense clayey sands.⁴⁷

Expansive soils shrink and swell as a result of moisture changes. These changes can cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. The soils on-site likely have a high expansion potential.⁴⁸

Site Topography

The project site is relatively flat with some areas graded slightly for draining and landscaping, as a result, the risk of erosion or landslide is low. There are no hillsides or steep embankments on-site and the elevation throughout the site ranges from 65 to 69 feet above mean sea level (amsl). No unique geologic features, such as serpentine rock outcrops and boulders, pinnacles, or sandstone are located on-site.

Groundwater

The City of Santa Clara overlies the Santa Clara Subbasin (DWR Basin 2-9.02), a groundwater subbasin that is 297 square miles in area. Valley Water is responsible for managing groundwater in Santa Clara County, which includes conducting an artificial groundwater recharge program that involves releasing locally conserved or imported water to in-stream and off-stream facilities to

⁴⁷ Cornerstone Earth Group, Inc. *University Station Residential Development Preliminary Geotechnical Investigation*. April 15, 2024.

⁴⁸ Ibid.

augment groundwater supplies in the Santa Clara groundwater basin. Groundwater depth at the project site was measured to be between two to 10 feet below ground surface (bgs).⁴⁹

Seismic and Seismic-Related Hazards

Earthquake Faults

As the Bay Area contains numerous active and potentially active faults, there is a high potential for seismic events such as fault surface ruptures and ground shaking, which can cause ground failure (landslides), settlement, erosion, liquefaction, lateral spreading, and soil expansion. Faults in the region can generate earthquakes of magnitude 6.7 or higher.

During a major earthquake on a segment of one of the nearby faults, moderate to severe ground shaking is expected to occur at the project site. The ground shaking intensity felt at the project site would depend on the size of the earthquake (magnitude), the distance from the site to the fault source, the directivity (focusing of earthquake energy along the fault in the direction of the rupture), and the site-specific soil conditions. While no faults cross the project site, there are several major faults nearby as shown in Table 3.7-1. The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone or a Santa Clara County Fault Hazard Zone.^{50,51}

Table 3.7-1: Active Faults in the Vicinity of the Project Site

Fault Name	Distance and Direction from Project Site
Hayward (Southeast Extension)	6.6 miles northeast
Monte Vista-Shannon	7.1 miles west
Hayward (Total Length)	9.4 miles northeast
Calaveras	9.4 miles northwest
San Andreas	10.9 miles west

Source: Cornerstone Earth Group, Inc. *University Station Residential Development Preliminary Geotechnical Investigation*. April 15, 2024.

Liquefaction and Lateral Spreading

Soil liquefaction can be defined as a complete loss of strength that causes otherwise solid soil to take on the characteristics of a liquid. The types of soil most susceptible to this hazard are loose, saturated, uniformly graded, fine-grain sands that comprise the soil layer within approximately 45 to 50 feet of the ground surface. Liquefaction most frequently occurs under vibratory conditions, such as those created by seismic events. The project site is located within a State of California

⁴⁹ Ibid.

⁵⁰ California Department of Conservation. *California Earthquake Hazards Zone*. Webmap. Accessed March 12, 2025. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.

⁵¹ Santa Clara County. *Geologic Hazards Zones. Maps 2 and 10*. Map. October 2012.

liquefaction hazard zone and a County Liquefaction Hazard Zone.⁵² Based on this, the site has some potential for liquefaction-induced settlement to occur during large magnitude earthquakes on nearby faults.

Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying soil toward an open or “free” face such as an open body of water, channel, or excavation. This movement is often associated with liquefaction and commonly occurs on gentle slopes in seismically active regions. Lateral spread presents a significant hazard to the integrity of buildings and other structures. There are no open faces near the site, therefore, there is a low potential for lateral spreading to affect the site.

Other Geologic Hazards

The project site is not located within a Santa Clara County Geologic Hazard Zone for compressible soil, landslides, or fault rupture.⁵³

Paleontological Resources

The City (including the project site) is situated on alluvial fan deposits of the Holocene age. These deposits are generally not considered sensitive for paleontological resources because biological remains younger than 10,000 years are not typically considered fossils. Although these sediments have low potential to contain significant nonrenewable paleontological resources, older Pleistocene sediments underneath the Holocene age deposits have a high potential to contain paleontological resources.⁵⁴

3.7.2 Impact Discussion

For the purpose of determining the significance of the project’s impact on geology and soils, would the project:

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated 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)?
 - Strong seismic ground shaking?
 - Seismic-related ground failure, including liquefaction?
 - Landslides?
- b) Result in substantial soil erosion or the loss of topsoil?

⁵² Ibid.

⁵³ Santa Clara County. *Geologic Hazards Zones. Maps 2 and 10*. Map. October 2012.

⁵⁴ City of Santa Clara. *2010-2035 General Plan Integrated Final Environmental Impact Report*. January 2011. Page 328.

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- d) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?
- 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?
- f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

3.7.2.1 *Project Impacts*

-
- a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?
-

Fault Rupture

As discussed in Section 3.7.1.2 Existing Conditions, the project site is not located in an Alquist-Priolo Earthquake Fault Zone and no known faults cross the site. While existing active faults are located within 10 miles of the site (see Table 3.7-1), the project site is located outside of their fault rupture zones. Therefore, fault rupture would not occur at the project site. **(No Impact)**

Seismic and Seismic-Related Hazards

Seismic Ground Shaking

As discussed in Section 3.7.1.2 Existing Conditions, the project site is located within a seismically active region and could experience intense ground shaking in the event of a large earthquake. While no active faults cross the project site, ground shaking could damage the proposed building and threaten the safety of occupants in the proposed development. The project would be required to adhere to the CBC and utilize standard engineering techniques to increase the likelihood that the project could withstand minor earthquakes without damage and major earthquakes without collapse. In addition, the project would prepare a design-level geotechnical investigation as part of the building permit review and issuance process which would include recommendations to ensure that the buildings on-site are constructed to mitigate risks from geologic hazards. The buildings would be constructed to meet the requirements of applicable Building and Fire Codes, including the CBC.

Compliance with these requirements would ensure that the existing seismic hazards on the project would not be exacerbated by the project such that it would worsen off-site conditions. **(Less than Significant Impact)**

Liquefaction and Lateral Spreading

As discussed in Section 3.7.1.2 Existing Conditions, the project site is located within a State of California liquefaction hazard zone and a County Liquefaction Hazard Zone, and there is some potential for liquefaction-induced settlement to occur during large magnitude earthquakes on nearby faults. The most likely liquefaction impact that a large seismic event would cause on-site is liquefaction induced settlement. In the event of a large seismic event, there is the potential that the ground surface could settle up to one-quarter of an inch. The potential for liquefaction induced settlement would decrease significantly with the implementation of the recommended ground improvements identified in the design-level geotechnical analysis required for the project. Adherence to the current CBC and the recommendations in the site-specific geotechnical report would reduce the risk of liquefaction at the project site to a less than significant level.

There are no adjacent bodies of water, channels, or excavations in the vicinity of the site that would increase the potential for lateral spreading, therefore, the project would not exacerbate such conditions off-site. For these reasons, the project would not cause potential substantial adverse effects related to liquefaction and lateral spreading. **(Less than Significant Impact)**

Landslides

As discussed in Section 3.7.1.2 Existing Conditions, the project site is not located in a designated landslide hazard zone. The project site is relatively flat and is not located in the vicinity of steep embankments that could increase the risk of landslides affecting the site. Construction of the project would not include substantial earthwork that would create unstable slopes that would exacerbate any existing landslide risks. **(No Impact)**

b) Would the project result in substantial soil erosion or the loss of topsoil?

Ground-disturbing construction activities, such as demolition and excavation, would result in soil disturbance. These activities would increase exposure of soil to wind and water erosion, thereby increasing sedimentation. By implementing standard grading BMPs as required by the CBC, in addition to the site design and post-construction treatment control measures required by the Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit (MRP) (discussed further in Section 3.10 Hydrology and Water Quality), erosion and sedimentation impacts would be reduced. The project, therefore, would result in less than significant soil erosion and loss of topsoil impacts. **(Less than Significant Impact)**

-
- c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
-

As discussed under checklist question a), adherence to the current CBC and recommendations in the site-specific geotechnical report (as required by the City) regarding ground improvements and construction methods would reduce the risk of liquefaction at the project site to a less than significant level.

Valley Water actively monitors for land subsidence through surveying, groundwater elevation monitoring, and data from compaction wells. Valley Water reduces the potential for land subsidence throughout the Santa Clara Valley by recharging groundwater basins with local and imported surface water. The project would be connected to the City's water system and would not require permanent groundwater extraction wells on-site. As noted in Section 3.10 Hydrology and Water Quality under checklist question c), the project would likely require temporary groundwater dewatering during construction due to the presence of groundwater two to 10 feet bgs and the maximum excavation depth of 15 feet. This temporary dewatering would be required on an as-needed basis when the lower section of the utility trenches are open and no permanent dewatering would be required for the project. Therefore, the project would not pump a significant amount of groundwater that could lead to subsidence.

As discussed under checklist question a), the project site is not subject to landslide, lateral spreading, or other forms of ground failure. **(Less than Significant Impact)**

-
- d) Would the project be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?
-

Expansive soils possess a "shrink-swell" characteristic. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments from the process of wetting and drying. Structural damage may result over a long period of time, usually the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soils.

As discussed in Section 3.7.1.2 Existing Conditions, the soils on-site likely have a high expansion potential. Although expansive soils can be a hazard, it is mitigated through adherence with the standard engineering and building practices and techniques specified in the CBC and adherence to the recommendations in the site-specific geotechnical report.

The project would implement all structural recommendations provided in the design-level geotechnical investigation report. With adherence to these recommendations and the current CBC, the project would not create substantial direct or indirect risks to life or property due to expansive soils. **(Less than Significant Impact)**

-
- e) Would the project 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?
-

The project would connect to the City's existing sanitary sewer system. Therefore, the project would not need to support septic tanks or alternative wastewater disposal systems on-site. **(No Impact)**

- f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?
-

As discussed in Section 3.7.1.2 Existing Conditions, there are no unique geologic features (e.g., serpentine rock outcrops) on-site and the project site has a low potential to contain paleontological resources. Although it is improbable that paleontological resources would be discovered on-site given its low sensitivity, construction activities could result in the disturbance and/or accidental destruction of unknown paleontological resources, if any resources are on-site. This would constitute a significant impact.

Impact GEO-1: Construction of the proposed project could result in the disturbance and/or accidental destruction of unknown paleontological resources, if any resources are on-site. **(Significant Impact)**

Mitigation Measure

MM GEO-1.1: If vertebrate fossils are discovered during construction, all work on the site shall stop immediately, the Director of Community Development or the Director's designee shall be notified, and a qualified professional paleontologist shall assess the nature and importance of the find and recommend appropriate treatment. Treatment may include, but is not limited to, preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The project applicant shall be responsible for implementing the recommendations of the qualified paleontologist. A report of all findings shall be submitted to the Director of Community Development or the Director's designee.

With the implementation of mitigation measure MM GEO-1.1, the project would halt work and implement measures to preserve any undiscovered paleontological resources should they be encountered during construction, ensuring impacts to paleontological resources would be less than significant. **(Less than Significant Impact with Mitigation Incorporated)**

3.7.2.2 Cumulative Impacts

Would the project result in a cumulatively considerable contribution to a cumulatively significant geology and soils impact?

The geographic area for cumulative impacts for geology and soils is the project site and surrounding parcels because it is assumed that the combined effects of ground disturbing activities would be limited to the project site and surrounding parcels. The nearest cumulative project to the site is the VTA BART Silicon Valley Phase II project which is located north of the rail lines that run parallel to the northern project site boundary. This project would be constructed to comply with the CBC and pertinent BART Facilities Standards, and would implement best management practices which would include sediment and erosion control measures to prevent pollutants from leaving the site. This project has undergone separate environmental review and would also implement the identified mitigation measures to reduce potential geology and soil impacts to a less than significant level. In addition, the project site is within the boundaries of the proposed Santa Clara Station Area Plan, which is currently in the initial stages of a separate, plan-level environmental review. At this stage of the planning process, estimating cumulative environmental impacts that could result from the development of future projects within the Santa Clara Station Area Plan is speculative. Those future cumulative projects within the Santa Clara Station Area Plan would undergo separate environmental review as they are proposed.

If any cumulative projects were to be proposed adjacent to the project site, those projects would be required to adhere to the CBC, utilize standard engineering techniques to reduce risks associated with geologic hazards, and prepare a design-level geotechnical investigation which would ensure that the projects were designed to withstand any potential geologic hazards identified. In addition, cumulative projects would be required to implement similar mitigation to prevent potential impacts to paleontological resources, should those projects propose to excavate at depths greater than 10 feet below ground surface. Therefore, the proposed project would result in less than significant cumulative impacts with mitigation incorporated. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

3.8 Greenhouse Gas Emissions

3.8.1 Environmental Setting

3.8.1.1 *Background Information*

GHGs are gases that trap heat in the atmosphere and regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its global warming potential (GWP) and is measured in units of CO₂ equivalents (CO₂e). The most common GHGs are carbon dioxide (CO₂) and water vapor but there are also several others, most importantly methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These are released into the earth's atmosphere through a variety of natural processes and human activities (anthropogenic). Natural and anthropogenic sources of GHGs are generally as follows:

- CO₂ exchange between the atmosphere, ocean, and land surface
- CO₂, CH₄, and N₂O are emitted from wildfires and volcanic eruptions
- CO₂ and N₂O are byproducts of fossil fuel combustion
- N₂O is associated with agricultural operations such as fertilization of crops
- CH₄ is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty
- HFCs are now used as a substitute for CFCs in refrigeration and cooling
- PFCs and SF₆ emissions are commonly created by industries such as aluminum production and semiconductor manufacturing

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. Per the 2022 Scoping Plan from CARB, atmospheric concentrations of CO₂ have increased by 50 percent since the Industrial Revolution and continue to increase at a rate of two parts per million each year, which will result in increased global temperatures.⁵⁵ The climate within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

⁵⁵ California Air Resources Board. *2022 Scoping Plan for Achieving Carbon Neutrality*. December 2022. Page 3.

3.8.1.2 Regulatory Framework

State

Assembly Bill 32 (2006) and State Bill 32 (2016)

Under the California Global Warming Solutions Act, known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources. The first Scoping Plan was approved by CARB in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to accelerate 2030 statewide target in terms of million metric tons of CO₂e (MMTCO₂e). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 MMTCO₂e.

2022 Scoping Plan

On December 15, 2022, CARB approved the 2022 Scoping Plan. The 2022 Scoping Plan provides a sector-by-sector guide on how to reduce man-made (i.e., anthropogenic) GHG emissions by 85 percent below 1990 levels and achieve carbon neutrality by 2045 over a 25-year horizon.⁵⁶ The primary focus of the 2022 Scoping Plan is to reduce the usage of fossil fuels by electricizing the transportation sector, procuring electricity from renewable resources, phasing out natural gas in land use developments, and building transit-oriented communities that encourage multi-modal transportation. If implemented successfully, the 2022 Scoping Plan would not only reduce GHG emissions but also reduce smog-forming air pollution (NO_x) by 71 percent and reduce fossil fuel demand by 94 percent. The 2022 Scoping Plan also details natural carbon capture and storage process along with mechanical carbon capture programs to address the remaining 15 of anthropogenic GHG emissions that will remain post-2045. To meet these goals, CARB also includes a revised goal of reducing state GHG emissions 48 percent below 1990 levels by 2030.

Senate Bill 375 (2008) and Plan Bay Area 2050 (2021)

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

⁵⁶ California Air Resources Board. *2022 Scoping Plan for Achieving Carbon Neutrality*. December 2022. Page 5.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), the Air District, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2050.

Plan Bay Area 2050 is a long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Plan Bay Area 2050 promotes the development of a variety of housing types and densities within identified priority development areas (PDAs). PDAs are areas generally near existing job centers or frequent transit that are locally identified for housing and job growth.⁵⁷

Plan Bay Area 2050 includes a goal to increase the number of households that live within 0.5 mile of frequent transit by 2050. Plan Bay Area 2050 promotes strategies that support active and shared modes, combined with a transit-supportive land use patterns, which together are forecasted to lower the share of Bay Area residents that drive to work alone from 50 percent in 2015 to 33 percent in 2050, resulting in a decrease in GHG emissions. Plan Bay Area 2050 also provides a path to emissions reductions via goals to expand TDM initiatives that support and augment employers' commute programs.

SB 100 (2018)

SB 100, known as The 100 Percent Clean Energy Act of 2018, was adopted on September 10, 2018. The overall goal is to have all retail electricity sold in California be procured from 100 percent renewable and zero-carbon resources by the year 2045. SB 100 also modified the renewables portfolio standard to 50 percent by 2025 and 60 percent by 2030.

Executive Order B-55-18 (2018) and Assembly Bill 1279 (2022)

Executive Order B-55-18 ordered a new statewide goal of achieving carbon neutrality no later than 2045 and to maintain net negative emissions thereafter.

Assembly Bill 1279, also known as the California Climate Crisis Act, codifies the statewide goal set by Executive Order B-55-18 of achieving net zero GHG emissions no later than the year 2045 and maintaining net negative emissions thereafter. In addition, this bill has a statewide goal of reducing anthropogenic GHG emissions by 85 percent below the 1990 levels by the year 2045. The bill requires CARB to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and implement strategies that enable CO₂ removal solutions and carbon capture, utilization, and storage technologies in California. The bill requires CARB to submit an annual report.

⁵⁷ Association of Bay Area Governments and Metropolitan Transportation Commission. *Plan Bay Area 2050*. October 21, 2021. Page 20.

Advanced Clean Cars II Regulation

To continue reducing air pollutants and GHG emissions in the transportation sector, CARB adopted the Advanced Clean Cars II Regulations (Resolution 22-12) on August 25, 2022. The new regulation requires that by 2035 all new passenger cars, trucks, and sport utility vehicle (SUVs) sold in California will be zero-emission vehicles. This regulation bans the sale of new gasoline or diesel passenger cars, trucks, and SUVs in California from automakers. Beginning in 2026, 35 percent of new vehicle sales must be zero-emission vehicles and plug-in hybrid EVs and that percentage will increase per year. By 2030, 70 percent of new vehicle sales will be zero-emissions vehicles and by the 2035 model year 100 percent of new vehicle sales will be zero-emissions. CARB will limit the use of plug-in hybrid EVs in the percentage requirements to keep the manufacturing of zero-emissions as the primary goal. Existing gasoline cars can continue to be driven and sold as used cars beyond 2035. CARB is required to track and report on the zero-emissions vehicle market development annually.

California Building Standards Code – Title 24 Part 11 and Part 6

The CALGreen Code is part of the CBSC under Title 24, Part 11.⁵⁸ The CALGreen Code encourages sustainable construction standards that incorporate planning/design, energy efficiency, water efficiency resource efficiency, and environmental quality. These green building standard codes are mandatory statewide and are applicable to residential and non-residential developments. The most recent CALGreen Code (2025 CALGreen Code) will be effective on January 1, 2026.

The California Building Energy Efficiency Standards (California Energy Code) is under Title 24, Part 6 and is overseen by the CEC. This code includes design requirements to conserve energy in new residential and non-residential developments. This Energy Code is enforced and verified by cities during the planning and building permit process. The 2025 Energy Code replaces the 2022 Energy Code on January 1, 2026. There are new 2025 standards for single-family residences, multi-family residences, and non-residential uses. Major changes include expanding the use of heat pumps for space conditioning and water heating in newly constructed single-family, multi-family, and select nonresidential buildings. Updates were also made regarding the requirements for certain multi-family buildings to include battery energy storage systems to accompany mandatory PV panel arrays.^{59, 60}

Requirements for EV charging infrastructure are set forth in Title 24 of the California Code of Regulations and are regularly updated on a three-year cycle. The CALGreen standards consist of a set of mandatory standards required for new development, as well as a set voluntary standards in separate tiers (typically Tier 1 and Tier 2). The 2025 CALGreen standards require deployment of additional EV receptacles and chargers in various building types, including multi-family residential, hotel, and non-residential land uses. They include requirements for circuitry to support EV charging in townhouse units with attached private garages and the installation of EV supply equipment (i.e.,

⁵⁸ Refer to <https://www.dgs.ca.gov/BSC/CALGreen>.

⁵⁹ EnergyCodeAce. "Multifamily Buildings – What's New in 2025." February 4, 2025.

⁶⁰ EnergyCodeAce. "Single-Family Buildings – What's New in 2025." February 4, 2025.

low power Level 2 EV charging receptacles) for multi-family residential and nonresidential buildings. The 2025 CALGreen standards also include more aggressive voluntary Tier 1 provisions for EV parking:

- In addition to the low power Level 2 EV charging receptacles required under Section A4.106.8 of CALGreen, CALGreen Tier 1 voluntary standards require that 40 percent of the total number of parking spaces in multi-family parking facilities be equipped with Level 2 EV chargers that would be available for use by all residents and/or guests.

Note that the City's Reach Code imposes more stringent EV Parking requirements than CALGreen for certain land use types, as discussed below.

CALGreen also requires new construction and demolition projects to have a diversion of at least 65 percent of the construction waste generated.

Regional and Local

2017 Clean Air Plan

To protect the climate, the 2017 Clean Air Plan prepared by the Air District includes control measures designed to reduce 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.

Bay Area Air District CEQA Thresholds for Evaluating Climate Impacts from Land Use Projects and Plans

In April 2022, the Air District Board of Directors adopted the Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans. The report includes the Air District's thresholds of significance for use in determining whether a proposed project or plan will have a significant impact on climate change and provides substantial evidence to support these thresholds. The April 2022 GHG thresholds replace the GHG thresholds set forth in the May 2017 Air District CEQA Air Quality Guidelines and represent what is required of new land use development projects and plans to achieve California's long-term climate goal of carbon neutrality by 2045.

City of Santa Clara General Plan

The Santa Clara 2010-2035 General Plan includes the following GHG policies applicable to the project:

Policies	Description
5.10.3-P1	Promote the use of renewable energy resources, conservation, and recycling programs.
5.10.3-P5	Reduce energy consumption through sustainable construction practices, materials, and recycling.
5.10.3-P6	Promote sustainable buildings and land planning for all new development, including programs that reduce energy and water consumption in new development.
5.10.3-P8	Provide incentives for LEED certified, or equivalent development.
5.3.1-P10	Provide opportunities for increased landscaping and trees in the community, including requirements for new development to provide street trees and a minimum 2:1 on- or off-site replacement for trees removed as part of the proposal to help increase the urban forest and minimize the heat island effect.
5.3.1-P14	Encourage TDM strategies and the provision of bicycle and pedestrian amenities in all new development greater than 24 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 Climate Action Plan.
5.8.5-1	Require new development and City employees to implement TDM programs that can include site-design measures, including preferred carpool and vanpool parking, enhanced pedestrian access, bicycle storage and recreational facilities.
5.8.5-P5	Encourage TDM programs that provide incentives for the use of alternative travel modes to reduce the use of single-occupant vehicles.
5.10.4-P7	Require installation of native and low-water consumption plant species with landscaping new development and public spaces to reduce water usage.

Santa Clara Climate Action Plan 2022

The City of Santa Clara Climate Action Plan 2022 (2022 CAP) is designed to meet the statewide GHG reduction targets for 2030 set by SB 32. As a Qualified Climate Action Plan, the 2022 CAP allows for tiering and streamlining of GHG analyses under CEQA. The 2022 CAP identifies existing City policies and regulations as well as new measures to be implemented by development projects in the areas of building/energy use, transportation and land use, materials and consumption, natural resources and water resources, and community resilience and wellbeing. Projects that comply with the policies and strategies outlined in the 2022 CAP would have a less than significant GHG impact.

Santa Clara Reach Code

Reach Codes are local ordinances adopted by the local government that exceed and enhance the current version of the state's Energy and Green Building standards codes. By adopting the City Reach Code ordinance, the City of Santa Clara utilized this opportunity to not only meet local climate action goals to reduce greenhouse gas emissions, but also to achieve greater energy savings and accelerate decarbonization. The City Council adopted the most recent version of the Reach

Code on November 4, 2025, and it went into effect on January 1, 2026. It requires a higher percentage of EV ready spaces than state law for most land uses and requires a higher percentage of PV panels than state law for certain multi-family and non-residential uses. For the proposed project, the following standards would apply:

- The first 20 parking spaces would need to be Level 2 EV Ready spaces (20);
- 25 percent of the remaining spaces would need to be Level 2 EV Ready spaces (69);
- 75 percent of the remaining spaces would need to be Low Power EV Ready spaces (208);
- The multi-family building would be required to install a five kW_{DC} PV panel system.

3.8.1.3 *Existing Conditions*

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns. The site currently has four operational office buildings and two parking structures. GHG emissions are generated by energy use on-site and vehicle trips by employees and visitors.

3.8.2 Impact Discussion

For the purpose of determining the significance of the project's impact on greenhouse gas emissions, would the project:

- a) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Pursuant with the Air District, for land use projects to result in a less than significant GHG emissions impact, the land use project would need to comply with threshold A or B below.

A. Projects must include, at a minimum, the following project design elements:

1. Buildings
 - a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
 - b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
2. Transportation
 - a. Achieve a reduction in project-generated VMT below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target,

reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:

- i. Residential projects: 15 percent below the existing VMT per capita
 - ii. Office projects: 15 percent below the existing VMT per employee
 - iii. Retail projects: no net increase in existing VMT
- b. Achieve compliance with off-street EV requirements in the most recently adopted version of CALGreen Tier 2.
- B. Be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

3.8.2.2 *Project Impacts*

- a) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
-

Construction Emissions

Construction of the project would generate GHG emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. The project would generate a total of 1,472 MT CO₂e during construction. Neither the City nor the Air District have an adopted threshold of significance for construction related GHG emissions, though the Air District recommends quantifying emissions and disclosing that GHG emissions would occur during construction. There is nothing atypical or unusual about the project's construction. Construction of the project would be temporary and would not result in a permanent increase in emissions. Therefore, the project would not interfere with the implementation of SB 32. **(Less than Significant Impact)**

Operational Emissions

The project would intensify development on-site; therefore, it would generate new GHG emissions from energy-related emissions, mobile emissions from vehicles traveling to and from the site, and emissions from solid waste generation and water usage. Promoting dense development in urban infill locations and energy efficiency is key to reducing GHG emissions. For this reason, a project is determined to have a less than significant GHG emissions impact if it can meet all the qualifications of either Threshold A or B described above. Although the City of Santa Clara has a qualified GHG Reduction Strategy, this project would include the annexation and redevelopment of an approximately 0.94-acre portion of the site that is currently in the City of San José, which was not considered in the City's 2022 CAP. Therefore, this analysis uses Threshold A.

To meet the Air District’s GHG Threshold A, the project would be required to demonstrate the following:

1. Avoid inclusion of natural gas appliances or natural gas plumbing for the project,
 - Project Conforms – No connections to natural gas are proposed for the project.
2. Avoid wasteful, inefficient, or unnecessary energy usage,
 - Project Conforms – As discussed in Section 3.6 Energy, the project would meet CALGreen requirements that would conserve energy and water and reduce fuel consumption and waste generation, would implement TDM measures for future residents, and would be constructed in a manner that would avoid wasteful use of energy.
3. Reduce VMT per capita by 15 percent over regional average,
 - Project Conforms – As discussed in further detail in Section 3.17 Transportation, the project would qualify as a transit supportive project and would have a less than significant VMT impact.
4. Include electric vehicle charging infrastructure that meets current CALGreen Tier 2 compliance.⁶¹
 - Project Conforms – The project would comply with the current Energy Code and CALGreen Tier 1 requirements for off-street electric vehicle parking and would exceed those requirements through compliance with the City’s Reach Code.⁶² See Section 2.2.1 Site Access and Parking for additional details regarding the EV charging infrastructure proposed for the project.

Based on this discussion, the project would be consistent with the Air District criteria under Threshold A and would therefore result in a less than significant operational GHG emissions impact.
(Less than Significant Impact)

-
- b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?
-

Plan Bay Area

Plan Bay Area 2050 encourages development of a variety of housing types and densities within identified PDAs and includes a goal to increase the number of households that live within 0.5 miles of frequent transit by 2050. The project site is within a PDA identified in Plan Bay Area 2050 and would result in the addition of 408 residential units adjacent to a regional transit station.⁶³ In addition, the project would comply with CALGreen requirements and receive its energy from SVP,

⁶¹ The current thresholds established by the Air District are based on the voluntary tiers included in the 2022 version of CALGreen. These have been updated in the 2025 version of CALGreen, and there is now only one tier (Tier 1) of voluntary EV parking requirements.

⁶² 2022 CALGreen Tier 2 requires 20 percent of residential parking spaces to be EV-ready.

⁶³ Metropolitan Transportation Commission and Association of Bay Area Governments. *Plan Bay Area 2050*. October 21, 2021. Page 21.

which provides electricity generated from carbon free sources. Therefore, the project would be consistent with the development envisioned in Plan Bay Area 2050 and would result in a less than significant impact. **(Less than Significant Impact)**

2017 Clean Air Plan

The Air District's 2017 Clean Air Plan focuses on two goals: protecting public health and protecting the climate. The 2017 Clean Air Plan includes air quality standards and control measures designed to reduce emissions of methane, carbon dioxide, and other super-GHGs. As discussed in Section 3.3 Air Quality, the project would not conflict with the 2017 Clean Air Plan because the project: (1) does not exceed the criteria air pollutant thresholds set forth by the Air District, and (2) includes sustainable design features, such as all-electric infrastructures and construction waste management, that would not only reduce the criteria air pollutant emissions generated by the project, but also GHG emissions. Therefore, the project would not conflict with the goals of the 2017 Clean Air Plan and impacts would be less than significant. **(Less than Significant Impact)**

2022 Climate Action Plan

In June 2022, the City of Santa Clara adopted the updated 2022 CAP. As a Qualified Climate Action Plan, the 2022 CAP allows for tiering and streamlining of GHG analyses under CEQA through the year 2030. The project's conformance with applicable reduction measures for new development in the CAP are summarized below. Refer to Appendix I for more detail about the project's conformance with the 2022 CAP Compliance Checklist.

The project would construct all-electric buildings with mechanical systems and equipment, install solar photovoltaic panels on the new buildings, and install EV charging stations in the parking areas. The project would be required to be built in accordance with the most recent CALGreen and City Reach Code requirements, including those regarding the provision of EV charging on-site for residents. New development in the City, including the project, would be compliant with SB 1383 (2016) since organic waste is collected in the garbage containers provided by the City and is then delivered to a mixed waste processing facility where it is separated from the garbage and made into compost material.⁶⁴

The project would be consistent with the goals of the Bicycle Master Plan by providing 408 long-term bicycle parking spaces (297 for the multi-family residential building and 111 for the townhouse units) and 15 short-term bicycle parking spaces (at the multi-family residential building). The proposed project would not comply with Action N-3-4, because recycled water lines are too far from the project site to connect. Instead, to reduce stormwater pollution, the project would include lined bioretention areas with underdrains on-site and runoff from impervious areas on-site would be directed to the bioretention areas.

⁶⁴ City of Santa Clara. "Mixed Waste Processing." Accessed March 25, 2025.

<https://www.santaclaraca.gov/ourcity/departments-g-z/public-works/environmental-programs/residential-garbage-recycling/mixed-wasteprocessing>.

As mentioned in Section 2.2.5 Transportation Demand Management Measures, the project would be required to prepare a TDM plan that would reduce VMT by 10 percent which would comply with Action T-3-1. The project includes several measures, including transit-oriented measures such as providing bicycle parking and on-site amenities, such as high-bandwidth internet connection for telecommuting. The project would also comply with Action T-3-3 since the project site is adjacent to the Santa Clara Transit Center, which provides access to Caltrain and VTA bus routes. The project would comply with Action M-3-4 because the development would use carbon-sequestering materials and high albedo building materials on the exterior. Per the applicant, reuse of building materials from existing properties on-site would not be feasible as the materials are not compatible; therefore, Action M-3-1 would not apply.

Based on the above, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact)**

3.8.2.3 *Cumulative Impacts*

Would the project result in a cumulatively considerable contribution to a cumulatively significant GHG emissions impact?

As discussed in Section 3.8 Greenhouse Gas Emissions, GHG emissions have a broader, global impact; therefore, the project's cumulative GHG impacts are discussed above. The discussion above under checklist questions a) and b) show that the project would not have a significant GHG emissions impact. Therefore, the project would not result in a cumulatively considerable contribution to a significant cumulative GHG emissions impact. **(Less than Significant Cumulative Impact)**

3.9 Hazards and Hazardous Materials

This discussion is based, in part, on a Phase I Environmental Site Assessment (ESA) and a Phase II Soil, Soil Vapor, and Groundwater Quality Evaluation prepared by Cornerstone Earth Group, Inc., dated April 16, 2024, and September 11, 2024, respectively. Copies of these reports are included as Appendix E and Appendix F to this Initial Study, respectively.

3.9.1 Environmental Setting

3.9.1.1 *Regulatory Framework*

Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program. The City of Santa Clara Fire Department (SCFD) Community Risk Reduction Division implements the CUPA program for the City in its delegated authority from the California Environmental Protection Agency.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. Cal/OSHA enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Federal and State

Federal Aviation Regulations Part 77

Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace (FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above the ground.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law created a tax on the chemical and petroleum industries and provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Over five years, \$1.6 billion was collected and the tax went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA accomplished the following objectives:

- Established prohibitions and requirements concerning closed and abandoned hazardous waste sites;
- Provided for liability of persons responsible for releases of hazardous waste at these sites; and
- Established a trust fund to provide for cleanup when no responsible party could be identified.

The law authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response; and
- Long-term remedial response actions that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life-threatening. These actions can be completed only at sites listed on the EPA's National Priorities List.

CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.⁶⁵

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), enacted in 1976, is the principal federal law in the United States governing the disposal of solid waste and hazardous waste. RCRA gives the EPA the authority to control hazardous waste from the "cradle to the grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes.

⁶⁵ United States Environmental Protection Agency. "Superfund: CERCLA Overview." Accessed September 24, 2025. <https://www.epa.gov/superfund/superfund-cercla-overview>.

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization, phasing out land disposal of hazardous waste, and corrective action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.⁶⁶

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB).⁶⁷

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond the boundaries of a property. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. The Santa Clara Fire Department (SCFD) Community Risk Reduction Division implements the CalARP Program within the City.

Regional and Local

San José Mineta International Airport Comprehensive Land Use Plan (CLUP)

The San José Mineta International Airport CLUP, adopted by the Santa Clara County Airport Land Use Commission, is intended to safeguard the general welfare of the inhabitants within the vicinity of the airport, as well as aircraft occupants.⁶⁸ The CLUP is also intended to ensure that surrounding

⁶⁶ United States Environmental Protection Agency. "Summary of the Resource Conservation and Recovery Act." Accessed September 24, 2025. <https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act>.

⁶⁷ California Environmental Protection Agency. "Cortese List Data Resources." Accessed May 28, 2025. <https://calepa.ca.gov/sitecleanup/corteselist/>.

⁶⁸ Santa Clara County Airport Land Use Commission. *Norman Y. Mineta San José International Airport Comprehensive Land Use Plan*. March 27, 2024.

new land uses do not affect airfield operations. The CLUP identifies the Airfield's Airport Influence Area (AIA). The AIA is a composite of areas surrounding the Airfield that are affected by noise, height, and safety considerations. Within the AIA, the CLUP establishes a (1) noise restriction area, (2) height restriction area, and (3) safety restriction area.

City of Santa Clara 2010-2035 General Plan

General Plan policies applicable to hazards and hazardous materials include, but are not limited to, those listed below.

Policies	Description
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.
5.10.5-P23	Require appropriate clean-up and remediation of contaminated sites.
5.10.5-P24	Protect City residents from the risks inherent in the transport, distribution, use and storage of hazardous materials

Santa Clara Emergency Operations Plan

In June 2016, the City of Santa Clara adopted an Emergency Operations Plan (EOP) to address the planned response of the City of Santa Clara to emergency situations associated with natural disasters and technological incidents, as well as chemical, biological, radiological, nuclear and explosive emergencies. The EOP establishes the emergency organization, assign tasks, specifies policies and general procedures, and provides for coordination of planning efforts for emergency events such as earthquake, flooding, dam failure, and hazardous materials responses.

Construction and Demolition Debris Recycling Program

The City of Santa Clara requires project applicants seeking building and/or demolition permits for projects greater than 5,000 square feet to recycle at least 65 percent of discards.

3.9.1.2 *Existing Conditions*

Site History

As discussed in Section 3.5 Cultural Resources, during the early- to mid-20th century, the project site was developed with dried fruit warehouses, additional fruit packing and cold storage buildings, and shipping buildings. These facilities were expanded over the following decades as different tenants utilized the project site, and segments of railroad tracks also crossed the site. In addition to these facilities, the site also contained several boiler rooms, a blacksmith, sulfur kilns, a cooling tower, a pump house, a lime storage house, a fenced transformer area, an auto garage, and a repair shop. Between 1974 and 1982, these improvements were demolished. By 1999, the existing

improvements on-site, including the four office buildings and two parking structures, were constructed.

On-Site Contamination

The project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 due to the presence of two closed leaking underground storage tank (LUST) cases on-site.⁶⁹ The first case was opened after the removal of a 550-gallon gasoline underground storage tank (UST) in 1987 and two 12,000-gallon bunker oil USTs that were removed in 1998. After the contamination was remediated, a deed restriction was implemented on-site which was subsequently amended in 2005 to only apply to a 10,000 square foot area on the southwest portion of the site adjacent to 475 El Camino Real and 471 El Camino Real. These deed restrictions include the requirement to notify the responsible oversight agency if any subsurface disturbance or change in land use is proposed.

The second LUST case on-site was opened after the removal of a 1,000-gallon gasoline UST adjacent to the site and a 10,000-gallon diesel UST on-site in 1991. Following the excavation of impacted soil, the Water Board issued a September 12, 1991, No Further Action letter that closed the case. In 1988, a development project on an adjacent property produced figures that showed two other USTs on the project site; however, the status of these USTs is unknown.

The historic uses on-site involved the transport, storage, and use of fuel oil, fumigants (methyl bromide), insecticides (malthion, pyrenone, vapon), propylene oxide, sulfuric acid, sodium hydroxide, sodium hypochlorite, kerosene, 1,1,1-trichloroethane, various petroleum based lubricants, diesel fuel, petroleum based solvent, Bay 555 aluminum cleaner, Vaporene B100 (sodium bichromate), lead chromate, adhesives, and paint related products. The existing uses on-site store and utilize common hazardous materials such as acetone, isopropyl alcohol, paint, and other maintenance products.

Based on the age of the existing buildings on-site, it is unlikely that any asbestos containing building materials (ACBMs) or lead-based paint (LBP) is present.

Based on the findings outlined in the Phase I ESA, three Recognized Environmental Conditions (RECs), one Controlled REC, and one Historical REC were identified for the project site. The three RECs are related to the potential residual contaminants associated with the historic presence of railroad tracks on-site, the historic use of a variety of hazardous materials for commercial uses that previously occurred on-site, and the unknown status of two USTs that were noted on figures from an adjacent project in 1988. The Controlled REC is related to the closed LUST case which included a deed restriction for a portion of the site and the Historical REC is related to the LUST case that was closed in 1991 with a No Further Action letter.

⁶⁹ California Environmental Protection Agency. "Cortese List Data Resources." Accessed March 14, 2025. <https://calepa.ca.gov/sitecleanup/corteselist>.

Due to the RECs, Controlled REC, and Historical REC identified for the project site, a Phase II Soil, Soil Vapor, and Groundwater Quality Evaluation was prepared to determine whether elevated levels of contamination were present on-site. This evaluation included a survey at the location of the two previously unevaluated USTs that were identified on-site and the collection/testing of 44 soil samples, 10 soil vapor samples, and nine groundwater samples.

The soil samples collected on-site were tested for 17 metals, organochlorine pesticides (OCPs), polychlorinated biphenyls (PCBs), total petroleum hydrocarbons (TPH), TPH as motor oil (TPHo) and diesel (TPHd), polycyclic aromatic hydrocarbons (PAHs), and volatile organic compounds (VOCs) plus total petroleum hydrocarbons as gasoline (TPHg). Arsenic was detected at concentrations exceeding the published background concentration of 11 milligrams per kilogram (mg/kg) in six of 44 samples analyzed, and Cobalt was detected at concentrations exceeding the residential environmental screening limit (ESL) of 23 mg/kg in five of 44 samples analyzed. The highest concentration of arsenic in the soil was identified on the portion of the site that previously contained a railroad track. No other metals were detected exceeding residential ESLs. No OCPs, SVOCs, VOCs or petroleum hydrocarbons were detected at concentrations exceeding their respective residential ESLs. TPHo and TPHd were detected in 32 of 33 samples analyzed; however, TPHd exceeded the residential ESL in only one sample. Arochlor 1260 (a PCB) was detected in 16 of 44 samples analyzed and exceeded the residential ESL of 0.23 mg/kg in eight samples.

Laboratory analyses of the collected groundwater samples did not detect any VOCs at concentrations above the Maximum Contaminant Levels (MCLs). TPHs were detected in several samples; however, the concentrations were lower than the established MCLs. Analysis of the collected soil vapor samples showed concentrations of Benzene, Ethylbenzene, Chloroform, and PCE that exceed their respective ESLs.

Off-Site Sources of Contamination

Three hazardous material sites are located adjacent to the project site. There is one open cleanup case and one closed cleanup case on the adjacent property northeast of the site, and a closed LUST case on the adjacent property southwest of the site.

Airport Safety

The nearest public airport to the project site is the San José Mineta International Airport, approximately 0.35 miles northeast of the project site. The project site is not located within the AIA, 65 dBA noise contour area, or airport safety zones for San José Mineta International Airport.⁷⁰ FAR Part 77 requires that the FAA be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. The project site is located within the mapped Part 77 212-foot amsl horizontal surface. Elevations on-

⁷⁰ Santa Clara County Airport Land Use Commission. *San José Mineta International Airport Comprehensive Land Use Plan*. March 27, 2024.

site range from 65 to 69 feet amsl; therefore, any structure exceeding 143 feet in height above grade would require submittal to the FAA for airspace safety review.

Wildland Fire Hazards

The project site is not located within state responsibility areas or lands classified as very high fire hazard severity zones.⁷¹

3.9.2 Impact Discussion

For the purpose of determining the significance of the project's impact on hazards and hazardous materials, would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- 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?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- 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, would it create a significant hazard to the public or the environment?
- 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, result in a safety hazard or excessive noise for people residing or working in the project area?
- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

3.9.2.1 Project Impacts

-
- a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
-

The project would include construction of a five-story building with 297 multi-family residential units and 111 three-story townhouse units distributed amongst 26 buildings. Unlike an industrial or manufacturing use that would routinely transport, use, or dispose large quantities of hazardous

⁷¹ California Department of Forestry & Fire Protection. *Local Responsibility Area Fire Hazard Severity Zones*. February 24, 2025.

materials subject to regulatory oversight, these land uses would routinely use only limited amounts of fuels and oils for landscaping and maintenance activities, in addition to cleaning materials. The quantities used would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact)**

- b) Would the project 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?
-

As described in Section 3.9.1.2 Existing Conditions, the subsurface soils and soil vapor at the project site contain residual contaminants exceeding their respective ESLs due to the historic uses that were present on-site, the closed LUST cases, and the historic presence of a railroad line across portions of the site. Contaminated soil disturbed during grading of the project site could become airborne and adversely affect construction workers, nearby sensitive receptors, and the environment if appropriate control measures are not implemented.

Impact HAZ-1: Development of the project could result in an impact to construction workers and nearby sensitive receptors from exposure to contaminated soil and soil vapor. **(Significant Impact)**

Mitigation Measure

MM HAZ-1.1: Due to detections of various contaminants above regulatory environmental screening levels in the subsurface soils and soil vapor, prior to issuance of any grading permit, the applicant shall obtain regulatory oversight from the Regional Water Quality Control Board (RWQCB) under their Site Cleanup Program.

The applicant shall meet with the RWQCB and perform additional soil, soil vapor, and groundwater sampling and testing, as needed, to adequately define the known and suspected contamination from past uses of concern. In addition to a Health and Safety Plan (HSP), a Site Management Plan (SMP), Removal Action Plan (RAP), or equivalent document shall be prepared under regulatory oversight and approval by a qualified environmental consultant that identifies remedial measures and/or appropriate management practices to ensure construction worker safety and protect the health of nearby sensitive receptors. These appropriate management practices shall include measures to sample excavated soil that will be exported from the site to ensure proper disposal and sampling of any soil that will be imported to the site to confirm that no contaminants are introduced to the existing soil on-site. The plans and evidence of regulatory oversight shall be provided to the Planning Manager of the Planning Division, or their designee.

Implementation of mitigation measure MM HAZ-1.1 would reduce potential impacts related to handling contaminated soil and soil vapor and would satisfy the deed restriction that was

established for the 10,000 square foot area on the southwest portion because the RWQCB would be notified regarding the proposed subsurface disturbance and change in land use resulting from the project.

However, as noted in Section 3.7 Geology and Soils and Section 3.10 Hydrology and Water Quality, the project would require temporary dewatering during construction activities. Although groundwater sampling collected on-site determined that VOCs and TPHs were detected in several samples with concentrations lower than the established MCLs, it is possible that the groundwater pumped during dewatering on-site could contain elevated levels of contaminants beyond those disclosed in the Phase II Soil, Soil Vapor, and Groundwater Quality Evaluation prepared for the project. Any dewatering required for excavation and construction activities would comply with the City of Santa Clara's requirements for the discharge of groundwater (Section 13.20.050 of the City Code) and any applicable RWQCB procedures (which could include additional testing, as noted in mitigation measure MM HAZ-1.1) for discharges. Compliance with these regulations would ensure that any groundwater removed from the site is appropriately tested prior to being discharged. Depending on where the pumped groundwater is proposed to be discharged (i.e., sanitary sewer or stormwater systems), further review by the City's Water & Sewer Department or Public Works may be required.

With implementation of the above mitigation measure and compliance with applicable local and state regulations, elevated levels of contaminants on-site would be properly identified, characterized, removed, and disposed of prior to ground-disturbing activities, thus preventing exposure of construction workers, nearby sensitive receptors, and the environment to contaminated soil and groundwater, if present. **(Less than Significant Impact with Mitigation Incorporated)**

-
- c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
-

The project site is directly adjacent to buildings utilized by Santa Clara University. While the project would be within 0.25-mile of Santa Clara University, the project would not emit substantial hazardous emissions or handle hazardous materials, substances, or waste with implementation of the mitigation measure identified under checklist question b) above (MM HAZ-1.1), as the project would perform additional sampling on-site and develop the appropriate management plans under regulatory oversight to remediate the site, if needed, and safely conduct construction activities. **(Less than Significant Impact with Mitigation Incorporated)**

-
- d) Would the project 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, would it create a significant hazard to the public or the environment?
-

As discussed in Section 3.9.1.2 Existing Conditions, the project site was previously under RWQCB oversight due to residual contamination from past uses at the site and is on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As discussed above under checklist question b), with the implementation of mitigation measure MM HAZ-1.1 and compliance with applicable local and state regulations, the project would not create a significant hazard to the public or environment. **(Less than Significant Impact with Mitigation Incorporated)**

- e) If 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area?
-

As discussed in Section 3.9.1.2 Existing Conditions, the project site is located approximately 0.35 miles southwest of San José Mineta International Airport and is not located within the established safety compatibility zones or 65 dBA noise contour area. The project site is, however, located within the mapped Part 77 212-foot amsl horizontal surface, which means any structure exceeding 143 feet in height above grade (given the site's elevation of 65 to 69 feet amsl) would require submittal to the FAA for airspace safety review. The maximum height of the multi-family residential building would be 64 feet above grade, and the project's construction equipment (e.g., cranes) would not exceed 125 feet in height; therefore, the project would not be subject to FAA's review. As a result, future development of the site would not result in a safety hazard for people related to airport activities. **(Less than Significant Impact)**

- f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
-

As discussed in Section 3.9.1.1 Regulatory Framework, the City's EOP coordinates planning efforts for emergency events. During construction and operation of the proposed project, roadways would not be permanently blocked such that emergency vehicles would be unable to access the site or surrounding sites. In addition, the project site is not located in a landslide, tsunami, or wildfire zone, and would be constructed in accordance with current California Building and Fire Codes to avoid unsafe building conditions. Compliance with the California Building and Fire Code requirements, as amended by the City of Santa Clara, would ensure that the proposed project would not impair or interfere with the implementation of an adopted emergency response plan or emergency evacuation plan. **(Less than Significant Impact)**

-
- g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?
-

The project site is located in a developed urban area. As discussed in Section 3.9.1.2 Existing Conditions, the project site is not located in a fire hazard zone or the wildland-urban interface (WUI). For these reasons, the project would not expose people or structures to wildland fires. **(No Impact)**

3.9.2.2 *Cumulative Impacts*

Would the project result in a cumulatively considerable contribution to a cumulatively significant hazards and hazardous materials impact?

The geographic area for cumulative hazards and hazardous materials impacts is the project site and surrounding parcels because common sources of contamination (e.g., an underground plume) or hazards from the release of hazardous materials would be localized. The nearest cumulative project to the site is the VTA BART Silicon Valley Phase II project which is located north of the rail lines that run parallel to the northern project site boundary. This project has undergone separate environmental review and would implement the identified mitigation measures and Conditions of Approval to reduce potential hazards and hazardous materials impacts to a less than significant level. In addition, the project site is within the boundaries of the proposed Santa Clara Station Area Plan, which is currently in the initial stages of a separate, plan-level environmental review. At this stage of the planning process, estimating cumulative environmental impacts that could result from the development of future projects within the Santa Clara Station Area Plan is speculative. Those future cumulative projects within the Santa Clara Station Area Plan would undergo separate environmental review as they are proposed.

Existing regulations are in place to reduce hazardous materials impacts to acceptable levels, preventing cumulative impacts. Future cumulative development projects in the project vicinity, including those currently under construction and future projects in the Santa Clara Station Area Plan, would be subject to existing regulations, including the ones summarized above in Section 3.9.1.1 Regulatory Framework, that ensure the safe storage, management, and disposal of hazardous materials. The projects currently under construction were also subject to the City's development review process, which required site-specific evaluation of impacts under CEQA. Development in adjacent jurisdictions, such as the City of San José, are subject to a similar development review process. Projects resulting in hazardous materials impacts would be mitigated to a less than significant level through compliance with existing regulations and implementation of project-specific measures (such as mitigation measure MM HAZ-1.1 identified under checklist question b). For these reasons, the cumulative hazardous materials impact would be less than significant. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

3.9.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (2015) (*BIA v. BAAQMD*), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of Santa Clara has policies that address existing hazards and hazardous materials conditions affecting a proposed project (General Plan Policy 5.10.5-P22). As discussed in Section 3.9.1.2 Existing Conditions, soils and soil vapor on-site may be contaminated with benzene and PCE in excess of regulatory ESLs. Future residents on-site could be adversely affected by intrusion of contaminated soil vapor. The source of the vapor impact is unknown, and it is unclear if measures would be required for the proposed residential development to lessen the effects of the soil vapor. To determine the extent of the soil vapor risk and the need for remedial actions, the following Condition of Approval would be required for project implementation to reduce risks to future occupants of the site.

Condition of Approval

COA HAZ-1.1: Prior to issuance of grading and building permits, a vapor intrusion investigation report assessing the potential for vapor intrusion, which will likely include additional soil vapor and groundwater sampling, shall be submitted to an overseeing regulatory agency. If the vapor intrusion investigation report identifies the need for vapor intrusion mitigation measures, the following shall be prepared and implemented under regulatory oversight:

- A Vapor Intrusion Mitigation Plan describing the measures to be implemented to help prevent exposure of future occupants on-site to volatile organic compounds (VOCs) in indoor air as a result of vapor intrusion. The plan should present the appropriate structural and engineering design features for the proposed occupied spaces to reduce the risk of vapor intrusion into buildings. The plan also should describe pre-occupancy indoor air monitoring procedures to evaluate the effectiveness of the installed vapor intrusion mitigation system. The indoor air monitoring should include preferential pathway sampling.
- A Completion Report documenting the installation of the vapor control measures identified in the Vapor Intrusion Mitigation Plan, including plans and specifications.
- A Long-Term Operations, Maintenance, and Monitoring Plan (OMMP) presenting the actions to be taken following construction to maintain and monitor the vapor intrusion mitigation system, and a contingency plan should the vapor mitigation system fail.

Implementation of the above Condition of Approval would prevent future residents from being adversely affected by intrusion of contaminated soil vapor, consistent with General Plan Policy 5.10.5-P22.

3.10 Hydrology and Water Quality

3.10.1 Environmental Setting

3.10.1.1 *Regulatory Framework*

Federal and State

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality in California. Regulations set forth by the EPA and the SWRCB have been developed to fulfill the requirements of this legislation. EPA regulations 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 RWQCBs. The project site is within the jurisdiction of the San Francisco Bay RWQCB.

Under Section 303(d) of the federal Clean Water Act, the SWRCB and RWQCBs are required to identify impaired surface water bodies that do not meet water quality standards and develop total maximum daily loads (TMDLs) for contaminants of concern. The list of the state's identified impaired surface water bodies, known as the "303(d) list" can be found on the on the SWRCB's website.⁷²

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify Special Flood Hazard Areas (SFHAs). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) must be filed with the RWQCB by the project sponsor, and a Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction and filed with the RWQCB by the project sponsor. The Construction General Permit includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of

⁷² California State Water Resources Control Board. "2020-2022 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)." May 11, 2022. Accessed March 14, 2025.
https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2020_2022_integrated_report.html.

pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional and Local

San Francisco Bay Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San Francisco Bay RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Municipal Regional Permit Provision C.3

The San Francisco Bay RWQCB re-issued the MRP in May 2022 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.⁷³ The MRP became effective on July 1, 2023. Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 5,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g., rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

In addition to water quality controls, the MRP requires new development 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 local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if: (1) the post-project impervious surface area is less than, or the same as, the pre-project impervious surface area; (2) the project is located in a catchment that drains to a hardened (e.g., continuously lined with concrete) engineered channel or channels or enclosed pipes, which extend continuously to the Bay, Delta, or flow-controlled reservoir, or, in a catchment that drains to channels that are tidally influenced; or

⁷³ California Regional Water Quality Control Board San Francisco Region. *Municipal Regional Stormwater NPDES Permit, Order No. R2-2022-0018, NPDES Permit No. CAS612008*. May 11, 2022.

(3) the project is located in a catchment or subwatershed that is highly developed (i.e., that is 70 percent or more impervious).⁷⁴

Water Resources Protection Ordinance and District Well Ordinance

Valley Water operates as the flood protection agency for Santa Clara County. Valley Water also provides stream stewardship and is the wholesale water supplier throughout the county, which includes the groundwater recharge program. In accordance with Valley Water's Water Resources Protection Ordinance, any work within Valley Water's fee title right of way or easement or work that impacts Valley Water facilities requires the issuance of a Valley Water permit. Under Valley Water's Well Ordinance 90-1, permits are required for any boring, drilling, deepening, refurbishing, or destroying a water well, cathodic protection well, observation well, monitoring well, exploratory boring (45 feet or deeper), or other deep excavation that intersects the groundwater aquifers of Santa Clara County.

2021 Groundwater Management Plan

The 2021 Groundwater Management Plan (GWMP) describes Valley Water's comprehensive groundwater management framework, including existing and potential actions to achieve basin sustainability goals and ensure continued sustainable groundwater management. The GWMP covers the Santa Clara and Llagas subbasins, which are located entirely in Santa Clara County. Valley Water manages a diverse water supply portfolio, with sources including groundwater, local surface water, imported water, and recycled water. About half of the county's water supply comes from local sources and the other half comes from imported sources. Imported water includes the District's State Water Project and Central Valley contract supplies and supplies delivered by the San Francisco Public Utilities Commission (SFPUC) to cities in northern Santa Clara County. Local sources include natural groundwater recharge and surface water supplies. A small portion of the county's water supply is recycled water.

Local groundwater resources make up the foundation of the county's water supply, but they need to be augmented by the District's comprehensive water supply management activities to reliably meet the county's needs. These include the managed recharge of imported and local surface water and in-lieu groundwater recharge through the provision of treated surface water and raw water, acquisition of supplemental water supplies, and water conservation and recycling.⁷⁵

Construction Dewatering Waste Discharge Requirements

Each of the RWQCBs regulate construction dewatering discharges to storm drains or surface waters within its Region under the NPDES program and Waste Discharge Requirements.

⁷⁴ The Hydromodification Applicability Maps developed the permittees under Order No. R2-2009-0074 were prepared using this standard, adjusted to 65 percent imperviousness to account for the presence of vegetation on the photographic references used to determine imperviousness. Thus, the maps for Order No. R2-2009-0074 are accepted as meeting the 70 percent requirement.

⁷⁵ Santa Clara Valley Water District. *2021 Groundwater Management Plan, Santa Clara and Llagas Subbasins*. November 2021.

Local

City of Santa Clara 2010-2035 General Plan

General Plan policies related to hydrology and water quality that are applicable to the project are listed below.

Policies	Description
5.10.5-P11	Require that new development meet stormwater and water management requirements in conformance with state and regional regulations.
5.10.5-P13	Require that development complies with the Flood Damage Protection Code.
5.10.5-P15	Require new development to minimize paved and impervious surfaces and promote on-site Best Management Practices for infiltration and retention, including grassy swales, pervious pavement, covered retention areas, bioswales, and cisterns, to reduce urban water run-off.
5.10.5-P16	Require new development to implement erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity and protect water quality.
5.10.5-P17	Require that grading and other construction activities comply with the Association of Bay Area Governments' Manual of Standards for Erosion and Sediment Control Measures and with the California Stormwater Quality Association, Stormwater Best Management Practice Handbook for Construction.
5.10.5-P18	Implement the Santa Clara Valley Nonpoint Source Pollution Control Program (SCVNSPC), Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) and the Urban Runoff Management Plan (URMP).
5.10.5-P19	Limit development activities within riparian corridors to those necessary for improvement or maintenance of stream flow.
5.10.5-P20	Maintain, upgrade and replace storm drains throughout the City to reduce potential flooding.
5.10.5-P21	Require that storm drain infrastructure is adequate to serve all new development and is in place prior to occupancy.

Santa Clara City Code

Chapter 13.20, Storms Drains and Discharges, of the Santa Clara City Code is enacted for the protection of health, life, resources and property through prevention and control of unauthorized discharges into watercourses. The primary goal of this chapter is the cleanup of stormwater pollution from urban runoff that flows to creeks and channels, eventually discharging into the Bay. The City Code also includes Flood Damage Prevention Code (Chapter 15.45) and requirements for grading and excavation permits and erosion control (Chapter 15.15).

Santa Clara Emergency Operations Plan

In June 2016, the City of Santa Clara adopted an EOP to address the planned response of the City of Santa Clara to emergency situations associated with natural disasters and technological incidents, as well as chemical, biological, radiological, nuclear and explosive emergencies. The EOP establishes the emergency organization, assign tasks, specifies policies and general procedures, and provides

for coordination of planning efforts for emergency events such as earthquake, flooding, dam failure, and hazardous materials responses.

3.10.1.2 *Existing Conditions*

Water Quality

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as nonpoint source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Urban stormwater runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, animal feces, etc.), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

While there are no streams, creeks, ponds, or other surface water bodies located within the project site, Guadalupe River is located approximately one mile northeast of the project site. Guadalupe River is on the 2006 Clean Water Act Section 303(d) list due to solid waste, metal, and pesticide pollution.⁷⁶

Groundwater

The City of Santa Clara overlies the Santa Clara Subbasin (DWR Basin 2-9.02), a groundwater subbasin that is 297 square miles in area. Valley Water is responsible for managing groundwater in Santa Clara County, which includes conducting an artificial groundwater recharge program that involves releasing locally conserved or imported water to in-stream and off-stream facilities to augment groundwater supplies in the Santa Clara groundwater basin. Geological conditions in the recharge areas allow precipitation, stream flow, and water diverted into percolation areas to recharge the deeper aquifers. The confined zones include areas of the valley where low permeability clays and silts overlie the major groundwater aquifers which impedes the vertical flow of groundwater into the deeper aquifers. The project site lies entirely within the area of the confined zone.⁷⁷ Groundwater depth at the project site was measured to be between two to 10 feet bgs.

Stormwater Drainage

The project site is developed with four existing office buildings and two parking structures that are surrounded by surface parking areas and small, landscaped areas. The project site currently consists of 389,887 square feet (or approximately 82 percent) of impervious surfaces and 87,573 square feet

⁷⁶ California State Water Resources Control Board. "2020-2022 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)." May 11, 2022. Accessed March 14, 2025.

https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2020_2022_integrated_report.html

⁷⁷ Santa Clara Valley Water District. *2021 Groundwater Management Plan*. Figure 2-1. Accessed April 18, 2025. https://s3.us-west-2.amazonaws.com/assets.valleywater.org/2021_GWMP_web_version.pdf.

(or approximately 18 percent) of pervious surfaces. Stormwater runoff from the project site enters the City's main storm drain system and eventually flows to the Bay.

Flooding

According to FEMA, most of the project site is located within Zone X, which indicates an area with reduced flood risk due to a levee. Portions of the project site, particularly around the northern and eastern boundaries of the site, are located in Zone AH, which indicates a regulatory floodway that is considered a special flood hazard area.⁷⁸

Other Inundation Hazards

A seiche is a standing wave oscillating in a body of water that can produce flooding along the shoreline under certain natural conditions.⁷⁹ There are no bodies of water such as lakes, harbors, or reservoirs near the project site that would affect the site in the event of a seiche. The project site is approximately 5.3 miles southeast of the San Francisco Bay and is not close enough to be affected in the event of a tsunami.⁸⁰

3.10.2 Impact Discussion

For the purpose of determining the significance of the project's impact on hydrology and water quality, would the project:

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - result in substantial erosion or siltation on- or off-site;
 - substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
 - create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

⁷⁸ Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel No. 06085C0231H*. Effective Date May 18, 2009.

⁷⁹ National Ocean Service. *What is a Seiche?* Accessed March 14, 2025.
<https://oceanservice.noaa.gov/facts/seiche.html>.

⁸⁰ Association of Bay Area Governments. *Tsunami & Additional Hazards*. Accessed March 14, 2025.
<https://abag.ca.gov/our-work/resilience/data-research/tsunami-additional-hazards>.

- impede or redirect flood flows?
- d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

3.10.2.1 *Project Impacts*

- a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
-

Construction Water Quality

There is the potential for water quality impacts to occur during project construction. In addition to generating dust, litter, oil, and other pollutants that could contaminate runoff from the site, construction activities would increase the potential for erosion and sedimentation by disturbing and exposing underlying soil to the erosive forces of water and wind. Since construction of the proposed project would disturb more than one acre of soil, the project would be required to comply with the NPDES General Permit for Construction Activities. The project would include stormwater quality BMPs such as directing site runoff into bioretention areas, implementing pervious pavement, and using beneficial landscaping (i.e., minimizing irrigation, pesticides, and fertilizer application). These measures are consistent with the site design, treatment control and source control requirements of the NPDES General Permit.

Conditions of Approval:

The proposed project would implement the following BMPs in order to reduce construction-related water quality impacts.

- 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 shall be suspended during periods of high winds.
- All exposed or disturbed soil surfaces shall be watered at least twice daily to control dust, as necessary.
- Stockpiles of soil or other materials that can be blown by the wind shall be watered or covered.
- All trucks hauling soil, sand, and other loose materials shall be required to cover all trucks or maintain at least two feet of freeboard.
- All paved access roads, parking areas, and staging areas adjacent to the construction sites shall be swept daily (with water sweepers).

- Vegetation in disturbed areas shall be replanted as quickly as possible.
- All unpaved entrances to the site shall be filled with rock to knock mud from truck tires prior to entering City streets. A tire wash system may also be employed at the request of the City.

In addition, the project is required to comply with the NPDES General Permit for construction activities and submit a SWPPP and NOI to the SWRCB to control the discharge of stormwater pollutants including sediments associated with construction activities. With the implementation of the above measures, and compliance with all permit conditions, construction related water quality impacts would be reduced to a less than significant level. **(Less than Significant Impact)**

Post Construction Water Quality

The project would replace more than 5,000 square feet of impervious surface area and would be required to comply with the MRP. The MRP requires regulated projects to include LID practices, such as pollutant source control measures and stormwater treatment features aimed to maintain or restore the site's natural hydrologic functions. Development of the project, in compliance with existing regulations and best management practices (including the MRP and City Code), would reduce water quality impacts.

Stormwater plans for the project would be certified by engineers to ensure incorporation of appropriate and effective source control measures that meet 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. To manage stormwater on-site, the project would construct approximately 15,483 square feet of bioretention areas throughout the site that would collect stormwater runoff from the rooftops of the multi-family residential building, the rooftops of the townhouse units, and the hardscaping throughout the site (e.g., driveways, internal streets, and sidewalks). This runoff would be treated at the on-site bioretention areas and eventually be directed to the City's stormwater system in El Camino Real.

The project's stormwater plans would be reviewed by the City to ensure compliance with the NPDES permit requirements to reduce post-construction water quality impacts. Therefore, installation and maintenance of the proposed stormwater treatment systems on-site would result in a less than significant impact on water quality. **(Less than Significant Impact)**

-
- b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
-

Groundwater recharge occurs when surface water percolates through the soil to recharge groundwater aquifers. The project would result in a decrease of impervious area by approximately 28,322 square feet (or six percent). Table 3.10-1 below summarizes the impervious and pervious surfaces on-site under existing and project conditions.

Table 3.10-1: Approximate Existing and Proposed Impervious/Pervious Surfaces

	Existing		Proposed	
	Square footage	Percent of site	Square footage	Percent of site
Impervious	389,887	82	361,565	76
Pervious	87,573	18	115,895	24
<i>Total</i>	<i>477,460</i>	<i>100</i>	<i>477,460</i>	<i>100</i>

The project would not be constructed within an area defined as a groundwater recharge area, and the project would increase the amount of pervious surface area on-site which would allow more water to permeate on-site during storm events compared to existing conditions.

As discussed above in Section 3.10.1.2 Existing Conditions, it is estimated that groundwater on-site is approximately two to 10 feet bgs. Construction of the project would include a maximum excavation depth on-site of 15 feet to facilitate the installation of utility lines. It is possible that groundwater may be encountered during the excavation of utility trenches, and that temporary dewatering would be required on an as-needed basis when the lower section of the trench is open. Any dewatering required for excavation and construction activities would comply with the City of Santa Clara's requirements for the discharge of groundwater (Section 13.20.050 of the City Code) and any applicable RWQCB procedures for discharges. Because the project would not require permanent dewatering or interfere with groundwater recharge, the project's impact to groundwater supplies would be less than significant. **(Less than Significant Impact)**

-
- c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows?
-

The proposed project is located within a watershed made up of more than 65 percent impervious surfaces. Therefore, an increase in impervious surfaces on the proposed project would not cause hydromodification of any waterway in compliance with Santa Clara County C.3 technical guidance. Therefore, the proposed project would not result in the alteration of streams or rivers near the project site.

Construction Impacts

Implementation of the proposed project would require demolition, excavation, grading, and paving of the project site, which could result in temporary impacts to surface water quality. These construction activities could increase erosion and sedimentation once the disturbed soil is exposed to water and wind. This would increase the potential for soil, sediment, and pollutants to be carried by runoff into local waterways and the San Francisco Bay.

Since the proposed project would disturb more than one acre, it would be required to comply with the State of California General Construction Permit and submit a SWPPP and NOI to the SWRCB. Compliance with the General Construction Permit would ensure that all BMPs related to stormwater pollution prevention for construction projects are implemented. Compliance with these requirements would reduce the project's construction-related water quality impacts to a less than significant level. **(Less than Significant Impact)**

Post-Construction Impacts

The project would demolish the existing improvements on-site. As discussed in Section 3.10.1.2 Existing Conditions, the project site is comprised of 389,887 square feet (82 percent) of impervious surface area and 87,573 square feet (18 percent) of pervious surface area. Upon project completion, the site would be developed with 361,565 feet of impervious surfaces (76 percent) and 115,895 square feet (24 percent) of pervious surfaces, resulting in a 28,322 square foot increase (or six percent) of pervious surface area. Since the project would result in less impervious surface on the site, the project would result in a corresponding reduction in the amount of surface runoff compared to existing conditions.

The project would replace and create more than 5,000 square feet of impervious surfaces, therefore, it would be required to incorporate site design measures and implement pollutant source control measures and stormwater treatment controls to reduce pollutant loads and runoff

volumes and velocities in post-construction stormwater runoff, in accordance with Provision C.3 of the MRP.

As discussed under checklist question a) above, the MRP requires regulated projects to incorporate LID practices, which are intended to reduce runoff and mimic a site's predevelopment hydrology by minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source. The project would construct approximately 15,483 square feet of bioretention areas on-site, and stormwater runoff would be directed to these treatment areas to facilitate on-site percolation and reduce the amount of stormwater runoff entering the City's infrastructure. In addition, these bioretention areas provide landscaping designed to allow water to filter through the planter, and also allow for some water to evaporate away as it would in normal soil mediums. This slows the release of stormwater runoff into the stormwater system and would limit the surge of water from the impervious surfaces on-site during storm events. Therefore, the project would not result in flooding or runoff exceeding the capacity of existing or planned stormwater drainage and compliance with City and RWQCB requirements would reduce the project's post-construction water quality impacts to a less than significant level. **(Less than Significant Impact)**

-
- d) Would the project risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones?
-

Most of the project site is located within Zone X, which is not a special flood hazard area. However, portions of the project site around the northern and eastern site boundaries are located in Zone AH, which indicates a regulatory floodway that is considered a special flood hazard area. Due to the site's distance from San Francisco Bay, the project site is not subject to seiche or tsunami hazards.

As discussed in Section 3.9 Hazards and Hazardous Materials, no hazardous materials other than typical household cleaning supplies, maintenance chemicals, and herbicides and pesticides for landscape maintenance would be routinely stored or used by the project. Future tenants on-site would be responsible for storing these materials safely. For these reasons, the project would not risk release of pollutants due to project inundation. **(Less than Significant Impact)**

-
- e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?
-

The San Francisco Basin Plan provides a framework for state and local governments to meet water quality objectives and criteria to protect the beneficial uses of local aquifers, streams, marshes, and San Francisco Bay. Consistent with the San Francisco Basin Plan, the project would comply with the MRP requirement to install LID treatment controls to treat stormwater runoff on-site and reduce pollutant loads and runoff volumes and velocities in post-construction stormwater runoff. Valley Water prepared a Groundwater Management Plan in 2021, establishing recharge facilities, recycled water systems, and conservation strategies to proactively manage groundwater and surface water

resources within its jurisdiction. There are no recharge facilities, pump plants, or drinking water treatment plants on-site;⁸¹ therefore, implementation of the project would not impact any of these facilities and would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **(Less than Significant Impact)**

3.10.2.2 *Cumulative Impacts*

Would the project result in a cumulatively considerable contribution to a cumulatively significant hydrology and water quality impact?

The geographic area for cumulative hydrology and water quality impacts is the project site and other areas within the Guadalupe River watershed.

During construction activities, the project would implement stormwater control measures consistent with those required by the NPDES General Permit for Construction Activities and prepare a SWPPP to control the discharge of stormwater pollutants and sediments. After construction is completed, the project design would comply with MRP 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.

Future cumulative projects within the Guadalupe River watershed, including the VTA BART Silicon Valley Phase II project, the projects currently under construction at 1205 Coleman Avenue and 2655 The Alameda, and other future projects within the Santa Clara Station Area Plan, would be required to comply with the same requirements and Conditions of Approval during construction activities to reduce potential impacts to water quality. In addition, future cumulative projects would comply with the same LID requirements design requirements in the MRP which would reduce potential impacts related to stormwater runoff from the sites to a less than significant level. Therefore, the proposed project would result in less than significant cumulative hydrology and water quality impact. **(Less than Significant Cumulative Impact)**

⁸¹ Santa Clara Valley Water District 2021 *Groundwater Management Plan, Santa Clara and Llagas Subbasins*. November 2021.

3.11 Land Use and Planning

3.11.1 Environmental Setting

3.11.1.1 *Regulatory Framework*

Regional and Local

San José Mineta International Airport Comprehensive Land Use Plan

The San José Mineta International Airport CLUP, adopted by the Santa Clara County Airport Land Use Commission, is intended to safeguard the general welfare of the inhabitants within the vicinity of the airport, as well as aircraft occupants.⁸² The CLUP is also intended to ensure that surrounding new land uses do not affect airfield operations. The CLUP identifies the Airfield's Airport Influence (AIA) which is a composite of areas surrounding the Airfield that are affected by noise, height, and safety considerations. Within the AIA, the CLUP establishes a (1) noise restriction area, (2) height restriction area, and (3) safety restriction area.

City of Santa Clara General Plan

The Santa Clara 2010-2035 General Plan includes policies that address land uses during the planning horizon of the General Plan. The following goals, policies, and actions are applicable to the proposed project:

Policies	Description
5.3.1-G3	Development that minimizes vehicle miles traveled, capitalizes on public investment in transit and infrastructure, and is compatible with surrounding uses.
5.3.1-P3	Support high quality design consistent with adopted design guidelines and the City's architectural review process.
5.3.1-P9	Require that new development provide adequate public services and facilities, infrastructure, and amenities to serve the new employment or residential growth.
5.3.1-P13	Support high density and intensity development within a quarter-mile of transit hubs and stations and along transit corridors.

City of Santa Clara Zoning Ordinance

The City of Santa Clara Zoning Ordinance (Title 18 of the City Code) provides a regulatory framework for development and operation of uses within the City. The intent of the Zoning Ordinance is to encourage development of various kinds of living, working, and commercial activities in specific areas as defined in the General Plan and to accomplish the following purposes:

⁸² Santa Clara County Airport Land Use Commission. *Norman Y. Mineta San José International Airport Comprehensive Land Use Plan*. March 27, 2024.

- Promote and protect the public comfort, convenience, health, safety, peace, and general welfare;
- Provide a comprehensive zoning plan for the development of the City and to guide, control, and regulate the future growth of the City;
- Minimize conflicts between private individual or groups or other conflicts that might result from incompatible or inappropriate adjacent land uses;
- Promote orderly growth while providing adequate infrastructure and maximizing the efficient use of land;
- Maintain and enhance desirable characteristics of the neighborhoods;
- Protect the character, social and economic stability of residential, commercial, mixed use, industrial, and other private and public areas within the City, and ensure the orderly and beneficial development of these areas;
- Prevent public safety conflicts between the locations of structures and streets; and
- Provide adequate air, light, privacy, and convenience of access to property, and to ensure safety from fire, inundation, and other dangers.

3.11.1.2 *Existing Conditions*

Most of the project site is in the City of Santa Clara, and that portion of the site has a General Plan land use designation of Santa Clara Station Regional Mixed Use (Santa Clara Station Regional Commercial + Santa Clara Station High Density Residential) and is in a Planned Development zoning district. The northeast corner of the project site is in the City of San José, and is designated and zoned Light Industrial.

The project site is currently developed with four office buildings (which total approximately 217,000 square feet of office space) and two aboveground parking garages. Adjacent land uses include hotel and commercial uses to the north and west, and Santa Clara University buildings to the east and south. The Southern Pacific railroad lines, which serve Caltrain, Amtrak, Altamont Corridor Express, and Union Pacific freight trains, are located to the northeast.

3.11.2 Impact Discussion

For the purpose of determining the significance of the project's impact on land use and planning, would the project:

- a) Physically divide an established community?
- b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

3.11.2.1 *Project Impacts*

-
- a) Would the project physically divide an established community?
-

A physical division of an established community typically refers to the construction of a physical feature (such as a wall, roadway, or railroad tracks) or the removal of a means of access (such as a local roadway or bridge) that would impair mobility within an existing community or between communities. The proposed project would redevelop the project site with residential uses. The proposed project does not include new roadways or other physical barriers that would divide an established community. **(Less than Significant Impact)**

- b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?
-

General Plan and Zoning Code

As described within the individual sections of this EIR, with implementation of the identified Conditions of Approval and mitigation measures, in addition to adherence to applicable regulatory requirements, the project would not cause a significant environmental impact due to a conflict with plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project would be reviewed for compliance with applicable land use plans and policies. As a result, the impact would be less than significant.

As discussed in Section 2.2.7, it is assumed that the annexation and rezoning of the 0.94-acre San José parcel will be approved. Therefore, the project would include amending the Santa Clara General Plan to designate the annexed parcel as Santa Clara Station Regional Mixed Use (Santa Clara Station Regional Commercial and Santa Clara Station High Density Residential) and rezone the annexed parcel to the MU-RC zoning district. Pursuant to AB 3194 (2018), the 10.02-acre parcel located in Santa Clara would not require rezoning, and the City would apply the criteria of the MU-RC zone to the site to accommodate the density allowed on the site by the General Plan designation.

The portion of the project currently within City limits would be consistent with the established General Plan designation for the site. The addition of a new parcel into the City and the amendment of the General Plan for that parcel would be consistent with applicable General Plan land use policies (specifically those identified in Section 3.11.1.1 Regulatory Framework) by intensifying development on a site located within a quarter-mile of a public transit station and ensuring that it would be compatible with the surrounding uses.

The MU-RC zone is intended to facilitate development near high-traffic corridors with a mix of land uses. Consistent with the General Plan designation for the site, residential development in this zone allows a density between 37 to 50 dwelling units per acre. The average density of the project would

be 37 dwelling units per acre; therefore, it is consistent with the General Plan and zoning designation for the site. In addition, the project would be subject to the City's architectural review process prior to the issuance of any building permits to ensure compliance with the objective provisions of the City's Community Design Guidelines.

As discussed in further detail in Section 3.13 Noise, General Plan Policy 5.8.7-P7 provides that new development in the proximity of railroads is to be consistent with Federal Transportation Administration (FTA) vibration standards. Based on calculations for estimated vibration levels at the proposed setback for the townhouse units on-site, the northernmost townhouse units would be exposed to vibration levels exceeding the applicable FTA vibration impact criteria threshold of 72 VdB. The project would utilize a design waiver pursuant to the State Density Bonus Law to allow for construction of the townhouse units within the portions of the project site that would occasionally experience vibration levels that would exceed the applicable FTA vibration impact criteria threshold of 72 VdB. Nevertheless, the occasional exceedance would not constitute a significant impact, because 1) impacts on future residents would be considered "CEQA-in-reverse" under CBIA v. City of San José, as discussed previously, and do not constitute environmental impacts, and 2) land use impacts occur only for conflicts with policies adopted for the purpose of avoiding or mitigating environmental effects. While vibrations will likely cause annoyance, they do not constitute environmental impacts. Therefore, the project would not result in a significant environmental impact due to a conflict with General Plan Policy 5.8.7-P7.

For these reasons, the project would not cause a significant environmental impact due to a conflict with the General Plan or Zoning Code. **(Less than Significant Impact)**

San José Mineta International Airport CLUP

As discussed in Section 3.9 Hazards and Hazardous Materials, the project site is located approximately 0.35 miles southwest of San José Mineta International Airport; however, it is not located within the established safety compatibility zones or 65 dBA noise contour area. The project site is located within the mapped Part 77 212-foot amsl horizontal surface, which means any structure exceeding 143 feet in height above grade (given the site's elevation of 65 to 69 feet amsl) would require submittal to the FAA for airspace safety review. The maximum height of the multi-family residential building would be 64 feet above grade, and the project's construction equipment (e.g., cranes) would not exceed 125 feet in height; therefore, the project would not be subject to FAA's review. Based on this discussion, the project would not conflict with the San José Mineta International Airport CLUP. **(Less than Significant Impact)**

3.11.2.2 *Cumulative Impacts*

Would the project result in a cumulatively considerable contribution to a cumulatively significant land use and planning impact?

The geographic area for land use and planning impacts is the City boundaries, as the City plans for land use comprehensively and citywide. There are currently dozens of projects going through the development process in the City, including the Santa Clara Station Area Plan and several projects (such as the proposed project) that require amendments to the text of the General Plan and/or the General Plan map. The compatibility of these projects with their respective adjacent land uses and the general character of surrounding areas is considered as part of Santa Clara's architectural and environmental review processes. Potential impacts due to conflict with applicable plans and policies would be avoided through appropriate site design review of these projects. The proposed project and all future cumulative projects would be required to comply with the goals and policies outlined in the General Plan, even if the proposed land uses or development intensities are not consistent with the current General Plan map or text. Since the General Plan is the regulatory document for land use impacts, the project's compliance with this document would mean that the project would not result in cumulative impacts to land use. Therefore, the proposed project would have a less than significant cumulative impact on land use. **(Less than Significant Cumulative Impact)**

3.12 Mineral Resources

3.12.1 Environmental Setting

3.12.1.1 *Regulatory Framework*

State

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature in 1975 to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. As mandated under SMARA, the State Geologist has designated mineral land classifications to help identify and protect mineral resources in areas within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance.

3.12.1.2 *Existing Conditions*

The City of Santa Clara is in an area zoned MRZ-1, which classifies an area where adequate information indicates that no significant mineral deposits are present. The area is not known to support significant resources of any other 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 SMARA does not include any mines within the City.⁸³

3.12.2 Impact Discussion

For the purpose of determining the significance of the project's impact on mineral resources, would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?
- 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?

⁸³ City of Santa Clara. *2010-2035 General Plan Integrated Final Environmental Impact Report*. January 2011.

3.12.2.1 *Project Impacts*

- a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?
-

There are no known mineral resources on-site, nor are there any in the immediate vicinity of the project area. The proposed project, therefore, would not result in impacts to mineral resources. **(No Impact)**

- b) Would the project 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?
-

As discussed in Section 3.12.1.2 Existing Conditions, there are no locally important mineral resources and no known mineral resources within the City (including the project site). The project, therefore, would not result in impacts to locally important mineral resource recovery sites. **(No Impact)**

3.12.2.2 *Cumulative Impacts*

Would the project result in a cumulatively considerable contribution to a cumulatively significant mineral resources impact?

As discussed above, implementation of the proposed project would not impact any mineral resources. Therefore, the proposed project would not contribute to a significant cumulative impact to these resources. **(No Cumulative Impact)**

3.13 Noise

The following discussion is based in part upon a Noise and Vibration Assessment prepared by Illingworth & Rodkin, Inc., dated July 15, 2025. The Noise and Vibration Assessment is attached as Appendix G to this EIR.

3.13.1 Environmental Setting

3.13.1.1 *Background Information*

Noise

Factors that influence sound as it is perceived by the human ear, include the actual level of sound, period of exposure, frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a decibel scale, which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq} , L_{dn} , or CNEL.⁸⁴ These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

⁸⁴ L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (L_{dn}) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 PM and 10:00 PM. Where traffic noise predominates, the CNEL and L_{dn} are typically within two dBA of the peak-hour L_{eq} .

3.13.1.2 Regulatory Framework

Federal

Federal Transit Administration Vibration Limits

The FTA has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. The FTA has proposed vibration impact criteria based on maximum overall levels for a single event. The impact criteria for groundborne vibration are shown in Table 3.13-1 below. These criteria can be applied to development projects in jurisdictions that lack vibration impact standards.

Table 3.13-1: Groundborne Vibration Impact Criteria

Land Use Category	Vibration Impact Levels (VdB inch/sec)		
	Frequent Event	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime use	75	78	83

Source: Federal Transit Administration. *Transit Noise and Vibration Assessment Manual*. September 2018.

State and Local

California Building Standards Code

The CBSC establishes uniform minimum noise insulation performance standards to protect persons within new buildings housing people, including hotels, motels, dormitories, apartments, and dwellings other than single-family residences. Title 24 mandates that interior noise levels attributable to exterior sources do not exceed 45 L_{dn} /CNEL in any habitable room. Exterior windows must have a minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA L_{dn} noise contour for a freeway or expressway, railroad, or industrial source.

City of Santa Clara 2010-2035 General Plan

The City's General Plan contains noise goals and policies in Chapter 5, Section 5.10.6 and Appendix 8.14. These goals and policies identify Normally Acceptable noise exposures for various land uses, including limits of 60 dB CNEL for residential exteriors and 45 dB CNEL for residential interiors. The standards also specify an interior limit of 50 dB CNEL for offices, retail and other less sensitive indoor spaces.

Policies	Description
5.8.7-P5	Require new development to implement appropriate measures to reduce the negative effects, such as noise and vibration, of rail and freight services.
5.8.7-P7	Maintain consistency with the Federal Transportation Authority vibration standards for land uses in proximity to railroads, light rail and the future high speed rail.
5.10.6-P1	Review all land use and development proposals for consistency with the General Plan Compatibility standards and acceptable noise exposure levels.
5.10.6-P2	Incorporate noise attenuation measures for all projects that have noise exposure levels greater than General Plan “normally acceptable” levels.
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).
5.10.6-P4	Encourage the control of noise at the source through site design, building design, landscaping, hours of operation and other techniques.
5.10.6-P5	Require noise-generating uses near residential neighborhoods to include solid walls and heavy landscaping along common property lines, and to place compressors and mechanical equipment in sound-proof enclosures.

Santa Clara City Code

Section 9.10.040 of the City Code establishes noise level performance standards for fixed sources of noise, as seen below in Schedule A. Noise levels at single-family residences, multi-family residences, and at public spaces are limited to 55 dBA during daytime hours (7:00 a.m. to 10:00 p.m.) and 50 dBA at night (10:00 p.m. to 7:00 a.m.). Noise levels at commercial and office uses are limited to 65 dBA during daytime hours and 60 dBA during nighttime hours. Section 9.10.060(c) states that if the measured ambient noise level at any given location differs from those levels set forth in Schedule A, the allowable noise exposure standard shall be adjusted in five dBA increments in each category as appropriate to encompass or reflect the ambient noise level.

Schedule A		
Receiving Zone	Noise Level (dBA) 7:00am – 10:00 pm	Noise Level (dBA) 10:00 pm – 7:00 am
Single-family and duplex residential	55	50
Multiple-family residential, public space	55	50
Commercial, Office	65	60
Light Industrial	70	70
Heavy Industrial	75	75

Section 9.10.230 prohibits construction activities permitted within 300 feet of residentially zoned property except within the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 9:00 a.m. and 6:00

p.m. on Saturdays. No construction is permitted on Sundays or holidays. Section 9.10.070 exempts construction activities which occur during allowed hours from Schedule A noise limits.

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}).

3.13.1.3 Existing Conditions

Noise Environment

The noise environment at the site and in the surrounding area results primarily from local vehicular traffic along El Camino Real and railroad trains to the northeast of the project site. Aircraft associated with San José Mineta International Airport also contribute to the noise environment. The project site is not located within the AIA, 65 dBA noise contour area, or airport safety zones for San José Mineta International Airport.⁸⁵

To establish existing noise conditions on-site, long- and short-term noise measurements were taken. The long-term measurements were taken over a 24-hour weekday period, and the short-term measurements were taken in 10-minute increments during a weekday afternoon. A summary of the noise levels measured on-site are included in Table 3.13-2 and Table 3.13-3 below.

Table 3.13-2: Summary of Long-Term Noise Measurement Data (dBA)

Noise Measurement Location	Daytime L_{eq} Range	Nighttime L_{eq} Range	Average Noise Level (L_{dn})
LT-1: ~ 600 feet from the centerline of El Camino Real and ~ 65 feet from the nearest UPRR railroad track	60 to 69	49 to 67	68 to 69
LT-2: ~ 55 feet from the centerline of El Camino Real	64 to 70	55 to 66	70 to 71

Source: Illingworth & Rodkin, Inc. *University Station Noise and Vibration Assessment*. July 15, 2025.

Table 3.13-3: Summary of Short-Term Noise Measurement Data (dBA)

Noise Measurement Location	L_{max}	$L_{(1)}$	$L_{(10)}$	$L_{(50)}$	$L_{(90)}$	L_{eq}
ST-1: ~ 70 feet away from edge of the UPRR railroad tracks (intermittent trains, aircraft noise)	82	79	60	53	50	63
ST-2: ~100 feet away from the El Camino Real centerline (traffic noise)	72	69	65	56	47	61

Source: Illingworth & Rodkin, Inc. *University Station Noise and Vibration Assessment*. July 15, 2025.

⁸⁵ Santa Clara County Airport Land Use Commission. *San José Mineta International Airport Comprehensive Land Use Plan*. March 27, 2024.

Vibration Environment

Perceptible vibrations at the project site are generated by railroad trains to the northeast of the project site. Vibration measurements were made on-site approximately 65 feet from the edge of the nearest rail tracks (V-1 on Figure 3.13-1 below). A summary of the vibration levels measured on-site are included in Table 3.13-4 below.

Table 3.13-4: Summary of Light Rail Train Pass-by Vibration Measurements at V-1

Train Type	Train Information				Vibration Level (VdB)
	Track	Distance from V-1	Direction of Travel	Speed	
Caltrain	Far	130 feet	Northbound	35 mph	77
Caltrain	Near	100 feet	Southbound	35 mph	64
Amtrak	Far	130 feet	Southbound	25 mph	51
Caltrain	Far	130 feet	Northbound	30 mph	76
Amtrak	Far	130 feet	Northbound	25 mph	57
Caltrain	Near	100 feet	Southbound	30 mph	63
Caltrain	Far	130 feet	Northbound	35 mph	76

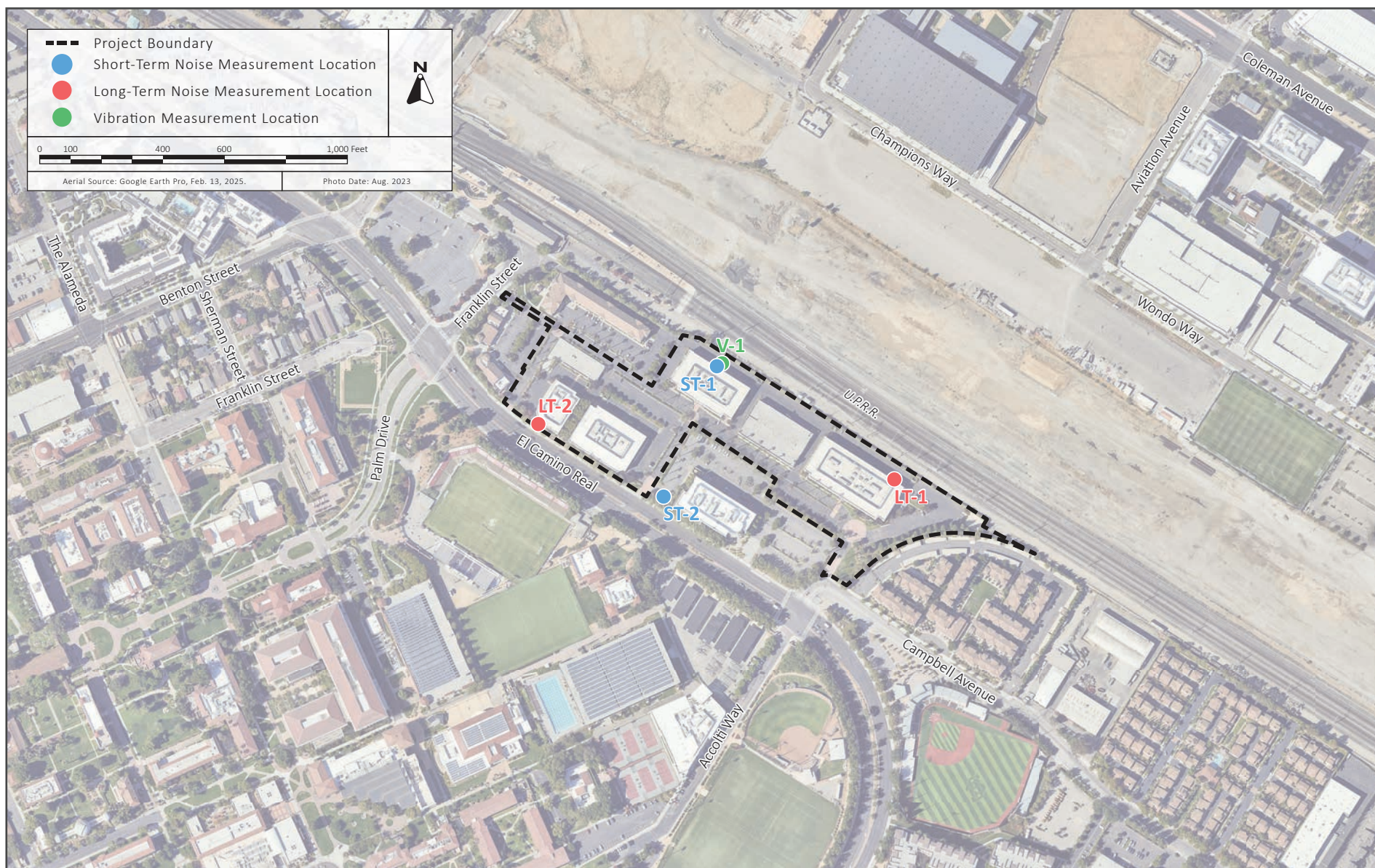
Source: Illingworth & Rodkin, Inc. *University Station Noise and Vibration Assessment*. July 15, 2025.

The noise and vibration measurement locations are shown on Figure 3.13-1 below.

3.13.2 Impact Discussion

For the purpose of determining the significance of the project's impact on noise, would the project result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- Generation of excessive groundborne vibration or groundborne noise levels?
- For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels?



NOISE AND VIBRATION MEASUREMENT LOCATIONS

FIGURE 3.13-1

3.13.2.1 *Project Impacts*

-
- a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
-

Construction Noise

Project Construction

As described in Section 2.2.6 Construction and Demolition, the project would be constructed in three phases. These phases would include demolition, site preparation, grading/excavation, trenching/foundation, building exterior, architectural coating, and paving. During each phase of construction, there would be a different mix of equipment operating, and noise levels would vary by phase and vary within phases, based on the amount of equipment in operation and the location where the equipment is operating.

Noise impacts from construction depend on a variety of factors such as the noise generated by different pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise sensitive times of the day (e.g. early morning, evening, or nighttime hours), the construction occurs in areas adjacent to noise-sensitive land uses, or when construction is done over extended periods of time.

The Santa Clara City Code limits construction activities within 300 feet of residential uses to between 7:00 am and 6:00 pm on weekdays and 9:00 a.m. and 6:00 p.m. on Saturdays, with full restriction of construction on Sundays and holidays. The City does not, however, have adopted construction noise impact thresholds. For the purposes of this analysis, the FTA thresholds were used to quantify possible noise impacts, consistent with previous environmental analyses. Based on these standards, during daytime hours, an exterior threshold of 80 dBA L_{eq} would apply at residential land uses and 85 dBA L_{eq} would apply at commercial land uses. The estimated noise levels at surrounding receptors when construction activities are focused closer to the center of the work area are summarized in the tables below for each phase of construction for the proposed project.

Table 3.13-5: Hourly Construction Noise Levels for Site Preparation Phase

Phase of Construction	Calculated Hourly Noise Levels, L_{eq} (dBA)			
	Sonesta Hotel (200 feet north)	Retail Buildings (560 feet west)	455 El Camino Real (75 feet south)	Residences (780 feet east)
Demolition	75	66	84	64
Site Preparation	73	64	81	61
Grading/Excavation	74	65	82	62
Trenching/Foundation	70	61	78	58

Source: Illingworth & Rodkin, Inc. *University Station Noise and Vibration Assessment*. July 15, 2025.

Table 3.13-6: Hourly Construction Noise Levels for Townhouse Construction Phase

Phase of Construction	Calculated Hourly Noise Levels, L_{eq} (dBA)			
	Sonesta Hotel (520 feet north)	Retail Buildings (850 feet west)	455 El Camino Real (115 feet south)	Residences (520 feet east)
Building – Exterior	63	59	76	63
Building – Interior/ Architectural Coating	53	49	67	53
Paving/Flatwork	65	61	78	65

Source: Illingworth & Rodkin, Inc. *University Station Noise and Vibration Assessment*. July 15, 2025.

Table 3.13-7: Hourly Construction Noise Levels for Multi-Family Residential Construction Phase

Phase of Construction	Calculated Hourly Noise Levels, L_{eq} (dBA)			
	Sonesta Hotel (160 feet north)	Retail Buildings (280 feet west)	455 El Camino Real (260 feet south)	Residences (950 feet east)
Building – Exterior	76	71	72	61
Building – Interior/ Architectural Coating	64	59	59	48
Paving/Flatwork	76	71	72	61

Source: Illingworth & Rodkin, Inc. *University Station Noise and Vibration Assessment*. July 15, 2025.

As shown in the tables above, construction noise levels would typically range between 48 to 84 dBA L_{eq} at the surrounding receptors. Based on these estimates, construction noise levels would temporarily exceed the FTA threshold at 455 El Camino Real (80 dBA L_{eq} , based on the site's existing mixed-use General Plan designation) during the site preparation phase of the project. In addition, the project site is located within 300 feet of existing residential uses; therefore, reasonable regulation of the hours of construction, as well as regulation of the arrival and operation of heavy equipment and the delivery of construction material, are necessary to protect the health and safety of persons, promote the general welfare of the community, and maintain the quality of life.

The project would include the following Conditions of Approval, which are standard measures required for all development projects in the City, to reduce construction noise at surrounding receptors.

Conditions of Approval

- Ensure that excavating, grading and filling activities, and other construction activities (including the loading and unloading of materials and truck movements) within 300 feet of residentially zoned property, are limited to the hours of 7:00 a.m. to 6:00 p.m. on weekdays and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and nearest noise-sensitive receptors during all project construction.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

With implementation of the Conditions of Approval listed above, construction noise levels would be further reduced by up to five dBA at surrounding receptors. These conditions, in combination with compliance with the City's allowable construction hours, would reduce construction noise to a less than significant level. **(Less than Significant Impact)**

Operational Noise

A significant impact would occur if a permanent noise level increase due to project-generated traffic was three dBA CNEL or greater when future ambient noise levels exceed 60 dBA CNEL or five dBA

CNEL or greater when future ambient noise levels are at or below 60 dBA CNEL. Existing ambient measurements made in the project site vicinity indicate that existing and future ambient noise levels would be over 60 dBA CNEL. Therefore, a significant impact would occur if project-generated permanent noise sources increased levels by three dBA CNEL or more.

Under City Code, noise generated by fixed sources of noise would be restricted to 55 dBA during daytime hours (7:00 a.m. to 10:00 p.m.) and to 50 dBA during nighttime hours (10:00 p.m. to 7:00 a.m.) at residentially zoned land uses. At receiving commercial and office buildings, noise would be restricted to 65 dBA during daytime hours and 60 dBA at night. At existing industrial land uses, noise would be restricted to 70 dBA anytime.

Traffic Noise

The Transportation Analysis completed for this project determined that after taking credit for existing uses on the project site, the project would generate 308 net new daily trips. However, it would not generate any net new trips during the morning or afternoon peak hours. Based on the existing traffic volumes on adjacent roadways, this incremental increase in daily trips would not measurably increase traffic noise levels along the adjacent roadways.

Mechanical Equipment Noise

The multi-family residential building would include rooftop screened mechanical equipment and it is assumed that each townhouse unit would include condensers for cooling at ground level in areas adjacent to the buildings.

Noise levels for residential HVAC units typically range from 53 to 63 dBA at three feet during operation. Assuming up to twenty units would operate simultaneously at any given time at the rooftop of the multi-family residential building, the estimated combined noise level at three feet would be up to 76 dBA. The nearest receptors to the multi-family residential building are approximately 55 to 65 feet away. Assuming a minimum setback of 20 feet from the edge of the roof for the HVAC equipment, hourly noise levels at these receptors would be up to 35 dBA L_{eq} . This would result in a CNEL of up to 41 dBA CNEL from mechanical equipment alone. Given the existing noise environment of 69 to 71 dBA CNEL at the site, noise increases from rooftop mechanical equipment would not be measurable or detectable at the nearest receptors (0 dBA CNEL increase).

Assuming five condensers for cooling units would be operating simultaneously at each individual townhouse building, noise levels at the nearest noise sensitive residential receptor (1270 Campbell Avenue), could reach up to 46 dBA L_{eq} at 45 feet. This would result in a CNEL of up to 52 dBA CNEL from the mechanical equipment at the townhouse units. Given the existing noise environment of 69 to 71 dBA CNEL at the project site, noise increases from townhouse mechanical equipment would not be measurable or detectable at the nearest receptors (0 dBA CNEL increase).

Based on this discussion, operational noise levels produced by the project (i.e., traffic and mechanical equipment) would not result in an increase of three dBA CNEL or more at the existing

noise-sensitive receptors in the project vicinity. Therefore, the project would not result in a substantial increase of ambient noise levels in the project vicinity and would have a less than significant operational noise impact. **(Less than Significant Impact)**

-
- b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?
-

Construction activities associated with the project may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used. At this time, the exact equipment needed to construct the proposed project has not been determined. However, the proposed project would not require and does not propose pile driving, which can cause excessive vibration.

Each of the buildings surrounding the site are considered structures built to modern construction standards, and the 0.5 in/sec PPV threshold would apply to vibration generated by project construction. Conservatively, the 0.3 in/sec PPV threshold has been applied to the nearest residences and commercial buildings surrounding the site since construction dates for these buildings are not known. There are no historical buildings located within 200 feet of the project site that would be considered sensitive vibration receptors during construction activities.

Table 3.13-8 below provides typical vibration levels at 25 feet that could be expected from construction equipment on-site.

Table 3.13-8: Vibration Levels for Construction Equipment at Various Distances

Equipment	PPV at 25 feet (in/sec)	Minimum Distance to Meet 0.2 in/sec PPV (feet)
Clam Shovel Drop	0.202	26
Hydromill (Slurry Wall)	0.008 (in soil)	2 (in soil)
	0.017 (in rock)	3 (in rock)
Vibratory Roller	0.210	27
Hoe Ram	0.089	13
Large Bulldozer	0.089	13
Caisson Drilling	0.089	13
Loaded Trucks	0.076	11
Jackhammer	0.035	6
Small Bulldozer	0.003	<1

Source: Illingworth & Rodkin, Inc. *University Station Noise and Vibration Assessment*. July 15, 2025.

All nearby buildings on adjacent parcels are located at a minimum distance of 70 feet or more from the nearest project site boundaries. At this distance, vibration levels would be below 0.07 in/sec

PPV; therefore, these buildings would not be exposed to construction vibration levels exceeding the 0.3 in/sec PPV threshold and the project would result in a less than significant vibratory impact.

(Less than Significant Impact)

-
- c) For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels?
-

As discussed above in Section 3.13.1.3 Existing Conditions, the project site is not located within the 65 dBA noise contour area for San José Mineta International Airport. According to General Plan Policy EC-1.11, the required safe and compatible threshold for exterior noise levels due to aircraft noise would be at or below 60 dBA CNEL. Assuming standard construction materials, the future interior noise levels on-site resulting from aircraft would be below 45 dBA CNEL. Therefore, future exterior and interior noise levels due to aircraft would be compatible with the proposed residential development and the project would result in a less than significant impact. **(Less than Significant Impact)**

3.13.2.2 *Cumulative Impacts*

Would the project result in a cumulatively considerable contribution to a cumulatively significant noise impact?

The geographic area for cumulative noise impacts would include the project site and adjacent parcels. As stated above, the proposed project would not result in significant impacts to adjacent parcels from construction activities or operational noise. Cumulative noise impacts could result from cumulative traffic noise increases expected under future conditions or temporary construction noise from cumulative construction projects. This would include future cumulative projects within the Santa Clara Station Area Plan, which would undergo separate environmental review as they are proposed to ensure that cumulative impacts are less than significant.

A significant cumulative traffic noise increase would occur if two criteria are met: 1) if the cumulative traffic noise level increase was three dBA DNL or greater for future levels exceeding 60 dBA DNL or was five dBA DNL or greater for future levels at or below 60 dBA DNL; and 2) if the project would make a “cumulatively considerable” contribution to the overall traffic noise increase. A “cumulatively considerable” contribution would be defined as an increase of one dBA DNL or more attributable solely to the proposed project. Since the project would result in an incremental net increase in daily trips on surrounding roadways and would not generate a perceptible increase in traffic noise, the project would not result in a cumulatively considerable contribution to a cumulatively significant traffic noise impact.

The nearest cumulative project to the site is the VTA BART Silicon Valley Phase II project which is located north of the rail lines that run parallel to the northern project site boundary. Based on currently available information, it is possible that construction of some of the improvements at that project site will overlap with construction at the proposed project site. The VTA BART Silicon Valley Phase II project has undergone separate environmental review and would implement the identified mitigation measures to reduce potential construction noise and vibration impacts. These measures would include implementation of a Construction Noise Control and Monitoring Plan and a Construction Vibration Control and Monitoring Plan, installation of temporary noise barriers when needed, conducting ongoing noise monitoring at locations near the site to track construction noise, adherence to location construction time period requirements when feasible, and implementation of best available practices to reduce the potential for exceedances of noise and vibration criteria due to construction activities. Implementation of those measures by VTA, in conjunction with implementation of the identified Conditions of Approval discussed above for this project, would reduce potential cumulative construction noise impacts.

Construction of the projects at 1179-1185 Coleman Avenue and the remaining phases of the project at 1205 Coleman Avenue could begin within the next several years. In addition, a project at 1179-1185 Coleman Avenue, approximately 900 feet north of the site, has been approved. Given the location of these projects north of the railroad tracks and the overall distance from the project site, any potential overlapping construction of these projects would not be expected to cumulatively add to the noise from the construction of the proposed project. Therefore, the project would not result in a cumulatively considerable contribution to a cumulatively significant construction noise impact. **(Less than Significant Cumulative Impact)**

3.13.3 Non-CEQA Effects

Per California Building Industry Association v. Bay Area Air Quality Management District, 62 Cal. 4th 369 (2015) (BIA v. BAAQMD), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City has noise and land use compatibility standards that address existing noise conditions affecting a proposed project. For additional details regarding the modeling, assumptions, and methodology used to prepare the Noise and Vibration Assessment for the project, see Appendix G.

According to the City's General Plan, noise levels at residential outdoor use areas that are affected by transportation noise are required to be maintained at or below 55 dBA CNEL to be considered normally acceptable. The City's normally acceptable threshold for public recreational areas is 65 dBA CNEL. In addition, residential interior noise levels are required to meet the performance standard of 45 dBA CNEL.

Future Exterior Noise Environment

As discussed above in Section 3.13.1.3 Existing Conditions, the existing measured noise environment at the site is approximately 69 dBA CNEL along the northern project boundary and the noise level along the southern project boundary closest to El Camino Real is approximately 71 dBA

CNEL. To estimate future noise levels at the site after implementation of the project, the Noise and Vibration Assessment prepared for the project assumed a two dBA CNEL increase in traffic noise on El Camino Real by the year 2045 and a two dBA CNEL increase near the railroad lines to the northeast of the site due to the future expansion of BART service to the Santa Clara area. With these estimated increases, the future exterior noise environment at the northern site boundary (closest to railroad lines) would be approximately 71 dBA CNEL and approximately 73 dBA CNEL at the southern site boundary along El Camino Real.

The multi-family residential building would include two ground level courtyards, and the project would also include a linear paseo south of the townhouse units. Two picnic areas would be included near the northern site boundary and the townhouse portion of the development would include additional interior paseos, ground level private patios, and private decks on the second story of the townhouse units.

The shape of the multi-family residential building would shield the courtyards from traffic noise on El Camino Real and train activity on the railroad tracks. With occasional aircraft noise from the San José Mineta International Airport, future exterior noise levels would be approximately 60 to 65 CNEL at both courtyard areas. Therefore, the proposed outdoor use areas for the multi-family residential building would be considered “conditionally acceptable” under the City’s General Plan noise standards.

At the primary linear paseo south of the townhouse units, noise from traffic on El Camino Real would be shielded by existing buildings at 445 to 455 El Camino Real. The linear paseo would also be shielded from noise associated with train activity by townhouse buildings. Future exterior noise levels would be at or below 55 dBA CNEL at the linear paseo. Therefore, the linear paseo area would be compatible with the future noise environment at the project site under the City’s General Plan noise standards.

Without any shielding, the ground level outdoor patios, interior paseos, and the picnic areas near the townhouse units on the northern portion of the project site would be exposed to a future noise level of up to 71 dBA CNEL. This would exceed the City’s acceptable threshold of 55 dBA CNEL. To reduce the noise level exposure for these areas, the project proposes to construct a 10-foot soundwall along the northern boundary of the project site. This would reduce future exterior noise levels at the outdoor areas for the townhouse units by approximately five to 10 dBA, which would reduce exterior noise levels to the City’s “conditionally acceptable” range between 55 dBA CNEL and 70 dBA CNEL.

Future Interior Noise Environment

The City’s General Plan standards and the CBC’s interior noise level standard of 45 dBA L_{dn} apply to the project. Standard residential construction provides approximately 15 dBA of exterior-to-interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Where exterior noise levels range from 60 to 65 dBA CNEL, the inclusion of adequate forced-air

mechanical ventilation is often the method selected to reduce interior noise levels to acceptable levels by allowing windows to be closed. Where noise levels exceed 65 dBA CNEL, forced-air mechanical ventilation systems and sound-rated construction methods are normally required. Such methods or materials may include a combination of smaller window and door sizes as a percentage of the total building façade facing the noise source, sound-rated windows and doors, sound rated exterior wall assemblies, and mechanical ventilation so windows may be kept closed.

The northern façades of the townhouse buildings nearest to the railroad tracks would be exposed to a future noise level of approximately 71 dBA CNEL. Assuming windows are partially open, future interior noise levels at these townhouse units would be up to 56 dBA CNEL.

The second row of townhouse buildings would be located approximately 240 feet from the nearest railroad track and approximately 400 feet from El Camino Real. These townhouse buildings would be shielded by the first row of townhouse buildings and the existing building at 455 El Camino Real. Therefore, the façades of the second row of townhouse buildings would be exposed to a future noise level of approximately 55 to 60 dBA CNEL. Assuming windows would be partially open, future interior noise levels in these units would be up to 45 dBA CNEL, which would comply with the standards required by the City and CBC.

The southern façade of the multi-family residential building would be directly exposed to traffic noise from El Camino Real and would have a future noise exposure of approximately 73 dBA CNEL. Units along the eastern and western façades of the building would be exposed to a future noise level of approximately 70 dBA CNEL. Assuming windows would be partially open, future interior noise levels in units along the southern façade would be up to 58 dBA CNEL, and up to 55 dBA CNEL for units along the eastern and western façades of the building.

To reduce the estimated interior noise levels and meet the interior noise requirements set forth by the City (45 dBA CNEL), the project would implement the following Conditions of Approval for the townhouse units nearest to the railroad tracks as well as the multi-family residential units exposed to traffic noise from El Camino Real.

Conditions of Approval

The following noise insulation features shall be incorporated into the project to ensure interior noise levels are 45 dBA CNEL or less at residential interiors:

- Provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, for all residential units on the project site, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards.
- Preliminary calculations indicate residential units located along the northern site boundary closest to the railroad tracks would require windows and doors with a minimum rating of STC 35 with adequate forced-air mechanical ventilation to meet the interior noise threshold of 45 dBA CNEL.

- Preliminary calculations indicate the multi-family residential units located along the southern site boundary closest to El Camino Real would require windows and doors with a minimum rating of STC 36 with adequate forced-air mechanical ventilation to meet the interior noise threshold of 45 dBA CNEL. Units along the eastern and western façades of the building would require windows and doors with a minimum rating of STC 35 with adequate forced-air mechanical ventilation to meet the interior noise threshold of 45 dBA CNEL.

Compliance with the above Conditions of Approval would ensure that the project meets General Plan requirements for maintaining interior noise levels below 45 dBA.

Future Vibration Environment

As discussed in Section 3.13.1.2 Regulatory Framework, General Plan Policy 5.8.7-P7 utilizes the FTA vibration standards for establishing compatibility with land uses in proximity to railroads, light rail, and the future high-speed rail.

Based on the FTA vibration standards outlined in Table 3.13-1, Currently, there are approximately 100 Caltrain train pass-bys to the northeast of the site in a 24-hour period, which would fall into the ‘frequent events’ category of the FTA vibration impact criteria. Therefore, the applicable vibration threshold for residential buildings on-site would be 72 VdB.

As shown in Table 3.13-4, Caltrain pass-bys to the northeast of the site resulted in measured vibration levels on-site of 63 to 77 VdB at a setback ranging from 100 to 130 feet from the railway tracks. Amtrak pass-bys resulted in measured vibration levels of about 57 to 59 VdB at 150 feet from the railroad tracks. Based on calculations for estimated vibration levels at the proposed setback for the townhouse units on-site, the northernmost townhouse units would be exposed to vibration levels exceeding the applicable FTA vibration impact criteria threshold of 72 VdB. The project would utilize a design waiver pursuant to the State Density Bonus Law to allow for the construction of the townhouse units within the portions of the project site that would occasionally experience vibration levels that would exceed the applicable FTA vibration impact criteria threshold of 72 VdB.

3.14 Population and Housing

3.14.1 Environmental Setting

3.14.1.1 *Regulatory Framework*

State

Housing-Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.⁸⁶ The City of Santa Clara Housing Element 2023-2031 was adopted and related land use policies were last updated in May 2024.

Regional and Local

Plan Bay Area 2050 (2021)

Plan Bay Area 2050 is a long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Plan Bay Area 2050 promotes the development of a variety of housing types and densities within identified as PDAs. PDAs are areas generally near existing job centers or frequent transit that are locally identified for housing and job growth.⁸⁷

ABAG allocates regional housing needs to each city and county within the San Francisco Bay Area, based on statewide goals. These allocations are designed to lay the foundation for Plan Bay Area 2050's long-term envisioned growth pattern for the region. ABAG also develops a series of forecasts and models to project the growth of population, housing units, and jobs in the Bay Area. ABAG, MTC, and local jurisdiction planning staff created the Forecasting and Modeling Report, which is a technical overview of the growth forecasts and land use models upon which Plan Bay Area 2050 is based.

⁸⁶ California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed February 7, 2025. <http://hcd.ca.gov/community-development/housing-element/index.shtml>.

⁸⁷ Association of Bay Area Governments and Metropolitan Transportation Commission. *Plan Bay Area 2050*. October 21, 2021. Page 20.

Santa Clara General Plan

General Plan policies related to population and housing that are relevant to the project include the following.

Policy	Description
5.3.2-P1	Encourage the annual construction of the housing units necessary to meet the City's regional housing needs assessment by reducing constraints to housing finance and development.
5.3.2-P2	Encourage higher-density residential development in transit and mixed-use areas and in other locations throughout the City where appropriate.
5.3.2-P6	Provide adequate choices for housing tenure, type and location, including higher density, and affordability for low- and moderate-income and special needs households.

3.14.1.2 *Existing Conditions*

According to the California Department of Finance, the City had a population of approximately 134,587 residents in 54,109 households as of January 2025.⁸⁸ Of these residents, approximately 52 percent are employed residents.⁸⁹ There are approximately 151,310 jobs in the City and 69,020 projected employed residents for the City of Santa Clara (estimated by ABAG for 2025). In 2035, it is estimated that the City will have approximately 154,825 residents, 54,830 households, 154,300 jobs and 72,080 employed residents.⁹⁰

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 2.50 jobs for every employed resident in 2010.⁹¹ The General Plan focuses on increased housing and the placement of housing near employment. As a result, the jobs to housing ratio is projected to slightly decrease to 2.48 by 2040.⁹² Some employees who work within the City are, and still would be, required to seek housing outside the community with full implementation of the General Plan.

The existing project site is occupied by four office buildings and does not contribute to the current permanent resident population of the City.

⁸⁸ California Department of Finance. "E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2025." May 2025. Accessed on November 4, 2025.
<https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/>.

⁸⁹ Association of Bay Area Governments. *Plan Bay Area 2040*. July 2017.

⁹⁰ Ibid.

⁹¹ City of Santa Clara. *2010-2035 General Plan*. December 2014. Appendix 8.12 (Housing Element). Page 8.12-25.

⁹² City of Santa Clara. *2010-2035 General Plan Final Environmental Impact Report*. SCH# 2008092005. January 2011..

3.14.2 Impact Discussion

For the purpose of determining the significance of the project's impact on population and housing, would the project:

- a) Induce substantial unplanned 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)?
- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

3.14.2.1 *Project Impacts*

-
- a) Would the project induce substantial unplanned 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)?
-

The 10.02-acre Santa Clara portion of the site has a current General Plan designation of Santa Clara Station Regional Mixed Use (Santa Clara Station Regional Commercial and Santa Clara Station High Density Residential), and the project would develop that portion of the site with residential uses at a density that is allowed under the General Plan designation. Therefore, the project development on the Santa Clara portion of the site has already been planned and accounted for and would not result in substantial unplanned population growth.

With annexation of the 0.94-acre San José parcel to the City of Santa Clara, the Santa Clara General Plan would be amended to designate the annexed parcel to Santa Clara Station Regional Mixed Use (Santa Clara Station Regional Commercial and Santa Clara Station High Density Residential). Since this portion of the project site is not currently a part of the City of Santa Clara and the development potential of the San José portion has not been evaluated as part of the City of Santa Clara General Plan, development of this area would result in unplanned population growth. However, this portion of the project site would only contain three buildings with a total of 13 townhouse units. Using an estimate of 2.57 residents per household, the portion of the project site that is currently outside of City would increase the population of the City by approximately 34 persons.⁹³ Given the current population in the City of Santa Clara (approximately 134,587 residents) and the projected number of residents in 2035 (approximately 154,825 residents), the addition of 34 residents would not result in substantial unplanned population growth.

⁹³ California Department of Finance. "E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2025." May 2025. Accessed on November 4, 2025.
<https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/>.

No roads would be extended as a component of the project, nor would other infrastructure be developed that would induce population growth beyond the scope of the project. Therefore, the project would not result in a significant population impact by inducing substantial unplanned growth. **(Less than Significant Impact)**

-
- b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?
-

The project site does not contain existing housing, therefore, the proposed project would not result in the displacement of substantial numbers of people or housing. **(No Impact)**

3.14.2.2 *Cumulative Impacts*

Would the project result in a cumulatively considerable contribution to a cumulatively significant population and housing impact?

The geographic area for population and housing impacts is citywide. As discussed above, most of the development included in the project is consistent with the development assumed for the site in the General Plan. Annexing the San José parcel and including that area in the proposed development would include the construction of 13 townhouse units which would increase the population of the City by approximately 34 persons. Other future cumulative projects in the City that require amendments to the text of the General Plan and/or the General Plan map could also generate additional residents that were not anticipated in the General Plan. However, given the current population in the City of Santa Clara, the increase in residents associated with the project would not constitute a cumulatively considerable contribution to a cumulative significant population and housing impact. Therefore, the proposed project would have a less than significant cumulative impact on population and housing. **(Less than Significant Cumulative Impact)**

3.15 Public Services

3.15.1 Environmental Setting

3.15.1.1 *Regulatory Framework*

State

Government Code Section 66477

The California Legislature enacted the Quimby Act (Government Code Section 66477) to ensure that new residential developments set aside sufficient parkland and open space for recreational purposes. It provides for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Government Code Section 65995 through 65998

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Government Code Sections 65995 through 65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

Developers are required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Regional and Local

Countywide Trails Master Plan

The Santa Clara County Trails Master Plan Update is a regional trails plan approved by the Santa Clara County Board of Supervisors. It provides a framework for implementing the County's vision of providing a contiguous trail network that connects cities to one another, cities to the county's regional open space resources, County parks to other County parks, and the northern and southern urbanized regions of the County. The plan identifies regional trail routes, sub-regional trail routes, connector trail routes, and historic trails.

City of Santa Clara 2010-2035 General Plan

Public services-related General Plan policies applicable to the project include the following:

Policies	Description
5.9.3-P1	Encourage design techniques that promote public and property safety in new development and public spaces.
5.9.3-P3	Maintain a City-wide average three minute response time for 90 percent of police emergency service calls.
5.9.3-P4	Maintain a City-wide average three minute response time for fire emergency service calls.

Santa Clara City Code

Chapter 17.35 (Park and Recreational Land) of the City Code helps mitigate the impacts of new housing development on existing parkland and recreational facilities, consistent with the provisions of the State of California's Quimby Act and the California Mitigation Fee Act (MFA). Chapter 17.35 requires new residential developments to provide adequate developed park and recreational facilities and/or pay a fee in lieu of dedication, at the City's discretion. The City currently meets the parkland dedication standard of three acres per 1,000 residents under the Quimby Act provisions of the City Code, and 2.6 acres per 1,000 residents per the MFA provisions of the City Code for neighborhood parks.

3.15.1.2 *Existing Conditions*

Fire Service

Fire protection services for the project site are provided by SCFD. The SCFD consists of nine active stations distributed throughout the City. The nearest fire station to the project site is Station 1, located at 777 Benton Street, approximately 0.3 miles west of the project site.

Police Service

Police protection services are provided by the City of Santa Clara Police Department (SCPD). The nearest police station is the SCPD Headquarters, located at 601 El Camino Real, approximately 0.1 miles northwest of the project site.

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 various parks and recreational facilities and works cooperatively with public agencies in coordinating all recreational activities within the City.

As of October 2025, the Department maintains and operates Central Park, a 45.04 acre community park (45.04 acres improved and Central Park North 34.93 acres unimproved, totaling 79.97 acres),

neighborhood parks (127.13 acres improved and 5.22 acres unimproved totaling 132.35 acres), mini parks (5.12 acres), public open space (16.13 acres improved and 40.08 acres unimproved totaling 56.21 acres), recreational facilities (24.20 acres improved and excluding the BMX track), recreational trails (8.99 acres improved and 0.20 acres unimproved totaling 9.19 acres), and joint use facilities (4.4 acres) throughout the City totaling approximately 231.01 improved acres and 80.43 unimproved 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 public neighborhood park to the project site is Larry J. Marsalli Park, at 1425 Lafayette Street, which is approximately 0.45 miles northwest of the site and is more than a 10-minute walk from the project site. This 7.0-acre park offers athletic fields, BBQ facilities, picnic tables, children’s playground, a dog park, restrooms, and parking.

Schools

The project site is located within the Santa Clara Unified School District (SCUSD). Students in the project site area would attend Westwood Elementary School (approximately 1.75 miles southwest of the site), Buchser Middle School (approximately 0.5 miles southwest of the site), and Santa Clara High School (approximately 2.5 miles west of the site).

Table 3.15-1 shows the existing school capacities and recent enrollment data at Westwood Elementary School, Buchser Middle School, and Santa Clara High School.

Table 3.15-1: 2023 to 2024 Existing Enrollment and Capacity

School	Capacity ¹	Enrollment ²	Remaining Capacity
Westwood Elementary School	493	384	109
Buchser Middle School	1,294	691	603
Santa Clara High School	1,954	1,732	222

¹ Santa Clara Unified School District. *Residential and Commercial/Industrial Development School Fee Justification Study*. March 28, 2024. Exhibit A.

² California Department of Education. “Data Quest.” Accessed March 21, 2025. Available at: <https://www.cde.ca.gov/ds/ad/dataquest.asp>.

The SCUSD prepared its most recent fee justification study in March 2024, which establishes a nexus between residential and commercial/industrial development and school facilities. The study also presents student generation factors and development fees for single- and multi-family developments.⁹⁴

⁹⁴ Santa Clara Unified School District. “Developer Fees.” Accessed October 29, 2024. <https://www.santaclarausd.org/about-us/departments/facility-development-and-planning/developer-fees>

Libraries

The City of Santa Clara is served by the Central Park Library located at 2635 Homestead Road (approximately 2.2 miles southwest of the site), the Mission Branch Library located at 1098 Lexington Street (approximately 0.5 miles southwest of the site), and the Northside Branch Library located at 695 Moreland Way (approximately 3.1 miles north of the site).

Community Facilities

The City of Santa Clara provides a total of four community facilities: the Reed & Grant Sports Park (approximately 0.7 miles northwest of the site), Youth & Teen Center (approximately 1.9 miles northwest of the site), Santa Clara Senior Center & Natatorium (approximately 0.7 miles west of the site), and Community Recreation Center (approximately 2.3 miles southwest of the site).⁹⁵

3.15.2 Impact Discussion

For the purpose of determining the significance of the project's impact on public services, would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:

- a) Fire protection?
- b) Police protection?
- c) Schools?
- d) Parks?
- e) Other public facilities?

3.15.2.1 *Project Impacts*

-
- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 fire protection services?
-

The General Plan EIR concluded that the existing fire station facilities have capacity for additional fire personnel without the need to expand or construct new facilities.⁹⁶ As described above in

⁹⁵ City of Santa Clara. "Community Centers." Accessed January 3, 2023. Available at <https://www.santaclaraca.gov/our-city/departments-g-z/parks-recreation/community-centers>.

⁹⁶ City of Santa Clara. *2010-2035 General Plan Integrated Final Environmental Impact Report*. SCH# 2008092005. January 2011. Pages 206 to 207.

Section 3.14 Population and Housing, the project would be consistent with the growth assumed in the General Plan, except that it would include development of a 0.94-acre San José parcel that would be annexed to the City of Santa Clara. It is estimated that development of this portion of the project site with 13 residential units would result in an increase of the population of the City of approximately 34 persons beyond what was analyzed in the General Plan EIR.

The project would increase the local population and associated demand on fire protection services; however, the increase would not be substantial compared to the existing population that is currently adequately served by the SCFD. In addition, the project would be in an urbanized area that is already served by the SCFD. Given the project site's proximity to Station 1, the project would not interfere with General Plan Policy 5.9.3-P4, which sets a three-minute average response goal for fire emergency service calls, and would not require new facilities or expansion of existing facilities to provide adequate fire protection services

Further, the project would comply with General Plan Policy 5.9.3-P1 ("Encourage design techniques that promote public and property safety in new development and public spaces") by being constructed in compliance with the current iterations of the CBC and California Fire Code to ensure the building is fire safe. The project would be reviewed by the SCFD to ensure applicable California Fire Code standards are included in the project design, such as sprinklers and smoke detectors.

Based on the above discussion, the project would not result in substantial adverse physical impacts associated with fire protection services. **(Less than Significant Impact)**

-
- b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 police protection services?
-

Like fire protection services, the proposed project would increase the demand for police protection services. However, the proposed project would be in an urbanized area already served by the SCPD and the number of new residents beyond those assumed in the General Plan FIR would not be significant compared to the population of the City that is already adequately served by the SCPD. Therefore, the project would not require new or expanded police protection facilities to maintain acceptable emergency services. Given the project site's proximity to the SCPD Headquarters, the project would not interfere with General Plan Policy 5.9.3-P3 requiring a three-minute response time for police emergency service calls.

As discussed under checklist question a), the project would comply with General Plan Policy 5.9.3-P1 by being constructed in conformance with current codes. The project design would be reviewed by the SCPD to ensure it incorporates appropriate safety features to minimize criminal activity, such as adequate safety lighting. Based on the above discussion, the project would not result in

substantial adverse physical impacts associated with police protection services. **(Less than Significant Impact)**

- c) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 schools?
-

The project would construct 297 multi-family residential units and 111 townhouse units, which would generate approximately 36 elementary school students, 15 middle school students, and 21 high school students.⁹⁷ The existing capacity and enrollment of the local schools is shown in Table 3.15-1 above. As shown in Table 3.15-1, there is existing capacity at Westwood Elementary School, and Buchser Middle School, and Santa Clara High School to accommodate the students generated by the project. The addition of these students would be incremental and would not result in a substantial adverse impact to school facilities, nor would it require the construction of new facilities.

In addition, as required by state law (Government Code Section 65996), the project shall pay the appropriate school impact fees to SCUSD to offset the increased demands on school facilities caused by the project. Therefore, the proposed project would result in a less than significant impact on schools. **(Less than Significant Impact)**

- d) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 parks?
-

As discussed in Section 3.15.1.1 Regulatory Framework, Chapter 17.35 of the City Code requires residential developments to provide developed parkland and recreational amenities and/or pay an in-lieu fee, at the discretion of the City, pursuant to the Quimby Act and/or the MFA. Based on an average density of 1.92 and the City's parkland dedication standard of three acres per 1,000 residents, the proposed project must include or dedicate 2.35 acres of public parkland or pay the applicable in-lieu fee.⁹⁸

⁹⁷ Based on the following student generation rates: Elementary School students per multi-family attached unit = 0.0881, Middle School students per multi-family attached unit = 0.0361, High School students per multi-family attached unit = 0.0495. Source: Santa Clara Unified School District. *Residential and Commercial/Industrial Development School Fee Justification Study*. March 28, 2024. Table 5.

⁹⁸ Per a determination made by Santa Clara City Council on October 29, 2024, the persons per household estimate for calculating Park In-Lieu Fees is 1.92 for multi-family development projects. This is the value utilized in the FY2025-26 Municipal Fee Schedule.

As discussed in Section 2.2.2 Landscaping, Private Open Space, and Amenities, the multi-family development portion of the project would include approximately 14,150 square feet of private open space and approximately 5,890 square feet of amenity space. The townhouse development portion of the project would include a total of approximately 11,400 square feet of private open space. The project would be required to pay a fee in-lieu of parkland dedication to help mitigate the impacts of housing development growth on existing parkland and recreational facilities. Therefore, the project would not result in substantial adverse physical impacts associated with parks. **(Less than Significant Impact)**

- e) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 other public facilities?
-

New residents of the project would incrementally increase the use of nearby libraries and community centers, including the Central Park Library, Mission Branch Library, Northside Branch Library, Reed & Grant Sports Park, Youth & Teen Center, Senior Center, and Community Recreation Center. This incremental increase, however, would not, by itself, necessitate the construction of new facilities or the expansion of existing facilities. Therefore, the project would not result in substantial adverse physical impacts associated with other public facilities including libraries and community centers. **(Less than Significant Impact)**

3.15.2.2 *Cumulative Impacts*

Would the project result in a cumulatively considerable contribution to a cumulatively significant public services impact?

The geographic area for public services impacts is the City of Santa Clara. The General Plan EIR found that the existing public services in the City would meet service criteria for development within the planned General Plan growth estimates. This growth is determined by the General Plan designated land uses and density definitions. As discussed above, most of the development included in the project is consistent with the development assumed for the site in the General Plan.

Annexing the San José parcel and including that area in the proposed development would include the construction of 13 townhouse units which would result in an incremental increase in demand on existing public services in the City. Other future cumulative projects in the City that require amendments to the text of the General Plan and/or the General Plan map could also generate increases in demand for public services that were not anticipated in the General Plan. However, these future cumulative projects, like the proposed project and other future cumulative projects in the Santa Clara Station Area Plan, would be required to complete the development review process which would include review of potential impacts under CEQA. These projects, like the proposed project would be consistent with General Plan policies that ensure adequate police and fire services

response times, payment of appropriate school impact fees to SCUSD to offset increased demand on school facilities, and construction of parkland and recreational amenities and/or pay an in-lieu fee pursuant to the Quimby Act and/or the MFA to reduce impacts to park facilities in the City. With adherence to these requirements, the proposed project and future cumulative projects would have a less than significant cumulative impact on public services. **(Less than Significant Cumulative Impact)**

3.16 Recreation

3.16.1 Environmental Setting

3.16.1.1 *Regulatory Framework*

State

Government Code Section 66477

The California Legislature enacted the Quimby Act (Government Code Section 66477) to ensure that new residential developments set aside sufficient parkland and open space for recreational purposes. It provides for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two. The California Mitigation Fee Act (Government Code Section 66000 et seq.) governs impact fees that are used to fund public facilities related to development projects, including parkland improvements, and parkland dedications for residential developments not involving a subdivision.

Local

Santa Clara City Code

Chapter 17.35 of the City Code helps mitigate the impacts of new housing development on existing parkland and recreational facilities, consistent with the provisions of the State of California's Quimby Act and the MFA. Chapter 17.35 requires new residential developments to provide adequate developed park and recreational facilities and/or pay a fee in lieu of dedication, at the City's discretion. The City currently meets the parkland dedication standard of three acres per 1,000 residents under the Quimby Act provisions of the City Code, and 2.6 acres per 1,000 residents per the MFA provisions of the City Code for neighborhood parks.

3.16.1.2 *Existing Conditions*

The Santa Clara Parks and Recreation Department (Department) provides parks and recreational services throughout the City of Santa Clara. The Department is responsible for maintaining and programming the various parks and recreation facilities and works cooperatively with public agencies in coordinating recreational activities within the City. As of October 2025, the Department maintains and operates Central Park, a 45.04 -acre community park (45.04 acres improved and Central Park North 34.93 acres unimproved, totaling 79.97 acres), neighborhood parks (127.13 acres improved and 5.22 acres unimproved totaling 132.35 acres), mini parks (5.12 acres), public open space (16.13 acres improved and 40.08 acres unimproved totaling 56.21 acres), recreational facilities (24.20 acres improved and excluding the BMX track), recreational trails (8.99 acres improved and 0.20 acres unimproved totaling 9.19 acres), and joint use facilities (4.4 acres) throughout the City totaling approximately 231.01 improved acres and 80.43 unimproved 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 public neighborhood park to the project site is Larry J. Marsalli Park, at 1425 Lafayette Street, which is approximately 0.45 miles northwest of the site, and is more than a 10-minute walk. This 7.0-acre park offers athletic fields, BBQ facilities, picnic tables, children's playground, a dog park, restrooms, and parking. The nearest recreational facility is the Reed & Grant Sports Park (approximately 0.7 miles northwest of the site).

3.16.2 Impact Discussion

For the purpose of determining the significance of the project's impact on recreation:

- 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 would occur or be accelerated?
- 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?

3.16.2.1 *Project Impacts*

-
- 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 would occur or be accelerated?
-

The City's Parks and Recreation Department is meeting the Parkland Dedication Standard of 2.6 acres of park and recreational facilities per 1,000 residents (per the MFA provisions of the City Code) and 3.0 acres per 1,000 residents (per the Quimby Act provisions of the City Code) for neighborhood parks.⁹⁹ This ratio has been developed by the City in order to deliver parkland as the City's population grows, so that overcrowding and excessive use of the City's park facilities does not occur.

As discussed in Section 3.15 Public Services, the proposed project would construct 408 residential units which would result in an increase in population that would use park and recreational facilities. To offset the increase in demand on parks and recreational facilities, the multi-family development portion of the project would include approximately 14,150 square feet of private open space and approximately 5,890 square feet of amenity space. The townhouse development portion of the project would include a total of approximately 11,400 square feet of private open space. In addition, the project would also pay the applicable in-lieu fee towards any of the required parkland amount not covered by the project's private open space and amenity space.

⁹⁹ City of Santa Clara. "About Parks and Recreation." Accessed March 24, 2025. <https://www.santaclaraca.gov/our-city/departments-g-z/parks-recreation/about-parks-recreation>

While the population increase associated with the project may increase usage of park facilities, that increase in use would be offset by the on-site amenities provided and payment of the in-lieu fee. As such, the project would not result in or significantly accelerate the substantial physical deterioration of existing neighborhood and regional parks or other recreational facilities. **(Less than Significant Impact)**

- 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?
-

The multi-family development portion of the project would include approximately 14,150 square feet of private open space and approximately 5,890 square feet of amenity space. The townhouse development portion of the project would include a total of approximately 11,400 square feet of private open space. The construction impacts of the on-site common amenity spaces and private open spaces are evaluated throughout this EIR and found not to result in significant impacts with the implementation of identified Conditions of Approval and mitigation measures. In addition, the project would pay the required in-lieu fees to support existing recreational facilities. Therefore, the proposed project would not have an adverse physical effect on the environment resulting from the construction or expansion of recreation facilities. **(Less than Significant Impact)**

3.16.2.2 *Cumulative Impacts*

Would the project result in a cumulatively considerable contribution to a cumulatively significant recreation impact?

The geographic area for recreation impacts is the City of Santa Clara. As discussed above, the proposed project would result in a less than significant impact to recreation facilities in the City because it would include private open space and amenity space to offset the increase in demand for park facilities by future residents and would pay an in-lieu fee pursuant to the Quimby Act and/or the MFA to further reduce potential impacts to park facilities in the City. Future cumulative projects in the City, including those in the Santa Clara Station Area Plan, would be required to offset potential increases in demand for recreation facilities with developed parkland, on-site recreational amenities, and/or payment of the appropriate in-lieu fee. Compliance with these requirements would ensure that the proposed project and future cumulative projects would have a less than significant cumulative impact on recreation facilities in the City. **(Less than Significant Cumulative Impact)**

3.17 Transportation

The following is based, in part, on a Transportation Analysis (TA) prepared by Hexagon Transportation Consultants, Inc. dated March 2026, which is attached as Appendix H to this EIR.

3.17.1 Environmental Setting

3.17.1.1 *Regulatory Framework*

State

Senate Bill 743 (2013)¹⁰⁰

SB 743 establishes criteria for determining the significance of transportation impacts using a VMT metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires analysis of VMT in determining the significance of transportation impacts. Local jurisdictions were required by the Governor's Office of Planning and Research (OPR) to implement a VMT policy by July 1, 2020.

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to utilize. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant. Notably, projects located within 0.50 miles of transit should be considered to have a less than significant transportation impact based on OPR guidance.

Regional and Local

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including Santa Clara County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2050 in October 2021, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2050.

Congestion Management Program

The VTA oversees the Congestion Management Program (CMP), which is aimed at reducing regional traffic congestion. The relevant state legislation requires that urbanized counties in California prepare a CMP to obtain each county's share of gas tax revenues. State legislation requires that

¹⁰⁰ SB 743 amended Sections 65088.1 and 65088.4 of the Government Code. It also amended and added several sections of the Public Resources Code relating to environmental quality. Source: LegiScan. "California Senate Bill 743." Accessed November 11, 2025. <https://legiscan.com/CA/text/SB743/id/890906>.

each CMP define traffic LOS standards, transit service standards, a trip reduction and transportation demand management plan, a land use impact analysis program, and a capital improvement element. VTA has review responsibility for proposed development projects that are expected to affect CMP-designated intersections.

Local

Santa Clara General Plan

All future development allowed by the proposed GPA shall be in conformance with adopted City plans and policies. General Plan policies applicable to transportation/traffic include, but are not limited to, the following listed below.

Policies	Description
General Mobility and Transportation Policies	
5.8.1-P3	Identify opportunities to connect people to supportive services, public amenities, and transit.
Roadway Network Policies	
5.8.2-P2	Discourage widening of existing roadway or intersection rights-of-way without first considering operational improvements, such as traffic signal modifications, turn-pocket extensions, and intelligent transportation systems.
5.8.2-P3	Encourage undergrounding of utilities and utility equipment within the public right-of-way and site these facilities to provide opportunities for street trees and adequate sidewalks.
5.8.2-P9	Require all new development to provide streets and sidewalks that meet City goals and standards, including new development in employment areas.
5.8.3-P9	Require new development to incorporate reduced on-site parking and provide enhanced amenities, such as pedestrian links, benches, and lighting, in order to encourage transit use and increase access to transit services.
5.8.3-P10	Require new development to participate in public/private partnerships to provide new transit options between Santa Clara residences and businesses.
Bicycle and Pedestrian Network Policies	
5.8.4-P6	Require new development to connect individual sites with existing and planned bicycle and pedestrian facilities, as well as with on-site and neighborhood amenities/services, to promote alternate modes of transportation.
5.8.4-P7	Require new development to provide sidewalks, street trees and lighting on both sides of all streets in accordance with City standards, including new developments in employment areas.
5.8.4-P8	Require new development and public facilities to provide improvements, such as sidewalks, landscaping, and bicycling facilities, to promote pedestrian and bicycle use.
5.8.4-P9	Encourage pedestrian- and bicycle-oriented amenities, such as bicycle racks, benches, signalized mid-block crosswalks, and bus benches or enclosures.
5.8.4-P10	Encourage safe, secure, and convenient bicycle parking and end-of-trip, or bicycle “stop” facilities, such as showers or bicycle repair near destinations for all users, including commuters, residents, shoppers, students, and other bicycle travelers.
5.8.4-P13	Promote pedestrian and bicycle safety through “best practices” or design guidelines for sidewalks, bicycle facilities, landscape strips and other buffers, as well as crosswalk design and placement.

Policies	Description
Transportation Demand Management Policies	
5.3.1-P14	Encourage TDM 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 Climate Action Plan.
5.8.5-P1	Require new development and City employees to implement TDM programs that can include site-design measures, including preferred carpool and vanpool parking, enhanced pedestrian access, bicycle storage and recreational facilities.
5.8.5-P5	Encourage TDM programs that provide incentives for the use of alternative travel modes to reduce the use of single-occupant vehicles.

Climate Action Plan TDM

The City will require all new developments greater than 25 housing units to draft and implement a VMT reduction strategy that reduces drive alone trips. The degree to which each project implements a TDM program as part of the VMT reduction strategy will be based on the location and land use of the proposed project. The VMT reductions may be achieved through project design characteristics, land use, parking, access, or TDM best practices.

City of Santa Clara VMT Policy

The Santa Clara City Council adopted a VMT policy in compliance with SB 743 on June 23, 2020. The policy sets thresholds of significance for various land uses, using the countywide average VMT as the environmental baseline. To determine whether a project will have a significant transportation impact, project VMT is compared to the appropriate threshold. For residential land uses, the adopted threshold is 15 percent below the existing countywide VMT per capita. For employment uses, the adopted threshold is 15 percent below the existing countywide VMT per employee. For retail uses, the threshold is the existing countywide VMT for retail uses.

In addition to establishing the environmental baseline and thresholds of significance, the VMT policy establishes screening criteria for certain projects that are presumed to have a less than significant VMT impact. Projects which meet the screening criteria would not be required to quantify VMT and compare it to the City's adopted threshold. Projects which generate less than 110 daily vehicle trips or less would be screened out from a quantitative VMT analysis and would be presumed to have a less than significant VMT impact. Retail land uses providing 50,000 square feet or less would be presumed to be less than significant. Transit supportive projects which are located within ½-mile of an existing major transit stop or an existing transit stop along a High Quality Transit Corridor would also be presumed to be less than significant, provided that a minimum density of 35 units/acre is met for residential projects, a minimum FAR of 0.75 is met for office/R&D projects, no excess parking is provided, and no affordable dwelling units are replaced.

All proposed projects are required to undergo environmental review as part of the approval process. This includes an analysis of CEQA impacts (VMT) and non CEQA operational measures of

intersection efficiency (LOS). The City's VMT policy also establishes LOS as an operational measure of intersection efficiency, which is not defined as transportation environmental impact per CEQA.

City of Santa Clara Bicycle Plan (2018)

The City of Santa Clara Final Bicycle Plan Update (2018) provides a bikeway planning and design tool, which contains the policy vision, design guidance, and specific recommendations to guide public and private investments in active transportation bicycle facilities and related programs.

City of Santa Clara Pedestrian Master Plan (2020)

The Pedestrian Master Plan, approved February 25, 2020, is a forward-looking plan to capture the benefits of walking as the City anticipates growth and redevelopment. The plan establishes methods for safe, comfortable, convenient, active, and implementable goals to improve walkability and establish zones for improved pedestrian development.

3.17.1.2 *Existing Conditions*

Roadway Network

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. Regional access to the project site is provided by I-880 and US 101 which are located east and north of the project site, respectively. Access to the project site from I-880 is provided by the interchange with El Camino Real to the southeast of the project site. US 101 connects to De La Cruz Boulevard which provides access to the project site via its connection with El Camino Real to the west of the site. Local access to the site is primarily provided by El Camino Real; however, Franklin Street also provides access to the western portion of the site and Campbell Avenue provides access to the eastern portion of the site. The site is currently accessible via two driveways located on El Camino Real, one driveway on Campbell Avenue, and one driveway on Franklin Street.

Bicycle Facilities

Existing bicycle facilities in the vicinity of the project site include Class II bicycle lanes west of the site on Benton Street, east of the site on Coleman Avenue, and southwest of the site on West Hedding Street. Segments of Hedding Street also include buffers adjacent to the Class II bicycle lanes. There are no bicycle facilities immediately adjacent to the project site. According to the 2018 City of Santa Clara Final Bicycle Plan Update, additional Class II bicycle lanes are planned north of the site for segments of De La Cruz Boulevard, Coleman Avenue, and West Brokaw Road. In addition, Class IV Protected bicycle lanes are planned adjacent to the project site on El Camino Real and north of the site on segments of De La Cruz Boulevard and Martin Avenue, and south of the site on Park Avenue and The Alameda. Existing and planned bicycle facilities (including those detailed in the City of San José's Better Bike Plan) are shown below on Figure 3.17-1.



EXISTING AND PLANNED BICYCLE FACILITIES

FIGURE 3.17-1

Pedestrian Facilities

Pedestrian facilities in the immediate vicinity of the project site include the sidewalks along both sides of El Camino Real, Franklin Street, Palm Drive, Campbell Avenue, and along the south side of Accolti Way. There are traffic signals with marked crosswalks at the intersections of El Camino Real and Accolti Way/Campbell Avenue and El Camino Real and Palm Drive/Franklin Street. There are continuous pedestrian facilities along El Camino Real and Franklin Street that provide access to the nearest bus stops and the Caltrain station.

Transit Facilities

Transit service in the project area is provided by bus stops on El Camino Real and at the Santa Clara Caltrain Station. The bus stops on El Camino Real are served by VTA Frequent Routes 22, 60, and 522 and Local Routes 21, 53, 59. The Caltrain station is served by 37 local trains and eight limited trains in the northbound direction and 38 local trains and seven limited trains in the southbound direction. The trains run approximately every 15 to 30 minutes from 4:49 AM to 1:28 AM the next day. The project site is less than a five-minute walk from the nearest bus stops and the Caltrain station. The existing transit services and their headways are summarized in Table 3.17-1 and a map showing the routes and transit stops in the project vicinity is shown on Figure 3.17-1.

Table 3.17-1: Summary of Existing Transit Services

Transit Service	Route Description	Headways (minutes)	Nearby Station	Distance from Site
VTA Frequent Route 22	Palo Alto Transit Center – Eastridge	20	El Camino Real and Campbell Avenue	500 feet
VTA Frequent Route 60	Milpitas BART – Winchester Station	23 to 24	Santa Clara Transit Center	0.2 miles
VTA Frequent Route 522	Palo Alto Transit Center – Eastridge	13 to 19	Santa Clara Transit Center	0.2 miles
VTA Local Route 21	Stanford Shopping Center – Santa Clara Transit Center	30 to 35	Santa Clara Transit Center	0.2 miles
VTA Local Route 53	Stanford Shopping Center – Santa Clara Transit Center	33 to 37	Santa Clara Transit Center	0.2 miles
VTA Local Route 59	Stevens Creek & Saratoga – Baypointe via Alviso	28 to 30	Santa Clara Transit Center	0.2 miles
Caltrain	Gilroy – San Francisco	10 to 30	Santa Clara Transit Center	0.2 miles



Source: Hexagon.

EXISTING TRANSIT SERVICES

FIGURE 3.17-2

3.17.2 Impact Discussion

For the purpose of determining the significance of the project's impact on transportation, would the project:

- a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?
- b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d) Result in inadequate emergency access?

3.17.2.1 *Project Impacts*

-
- a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?
-

Roadway Network

The project-specific TA calculated the amount of traffic that would be anticipated to be added to the roadway system in the vicinity of the project site with implementation of the project. Based on the calculations in the TA (see Table 1 in Appendix H), the project would generate 2,069 daily trips, including 139 trips during the morning peak hour and 141 trips during the afternoon peak hour. However, the proposed residential would be replacing the existing office uses on-site which generate approximately 1,761 daily trips (including 247 trips during the morning peak hour and 234 trips in the afternoon peak hour). Therefore, after taking credit for existing uses on the project site, the project would generate 308 net new daily trips; however, it would not generate any net new trips during the morning or afternoon peak hours.

Based on this discussion, the net new number of vehicles entering/exiting the site at any time would be minimal and would not disrupt traffic flow along the adjacent streets. In addition, while the project would make improvements adjacent to the existing driveway entrances, it would not alter the roadway circulation network in the surrounding area.

Separate from the proposed project, the City of San José and City of Santa Clara are proposing to change the lane geometry of the east leg of El Camino Real and Campbell Avenue/Accolti Way. The project would not interfere with the planned roadway improvements adjacent to the project site. Therefore, the project would not conflict with any program, plan, ordinance, or policy addressing the roadway system, and would have a less than significant impact. **(Less than Significant Impact)**

Bicycle Facilities

As discussed above under Section 3.17.1.2 Existing Conditions, there are no bicycle facilities adjacent to the site. The nearest existing bicycle facilities are located on Benton Street, West Hedding Street, and Coleman Avenue. The project could incrementally increase the demand on bicycle facilities in the vicinity of the project site by adding residents to the area; however, the potential demand could be served by the existing facilities in the area. In addition, the project would not alter or remove any existing bicycle facilities or interfere with the future installation of planned improvements in the 2018 City of Santa Clara Final Bicycle Plan Update, including the planned Class IV separated bikeway on El Camino Real adjacent to the project site.

In addition, the project would comply with City requirements regarding bicycle parking by providing 297 Class I spaces (long-term spaces located in a bike room at the northwest corner of the multi-family residential building) for residents and 15 Class II spaces (short-term bike racks) for visitors at locations around the building. Bicycle parking is not required for the townhouse units; however, the 111 townhouse units would have space in each of their respective garages for bicycle storage, if desired. Based on this discussion, the project would meet the City's requirements and would not interfere with existing plans, policies, or ordinances corresponding to bicycle facilities. **(Less than Significant Impact)**

Pedestrian Facilities

As discussed above under Section 3.17.1.2 Existing Conditions, existing pedestrian facilities in the immediate vicinity of the project site include the sidewalks along the surrounding streets and signals at each of the adjacent intersections. During construction of the project, the existing sidewalks adjacent to the frontage along El Camino Real and the existing segments of sidewalks adjacent to the driveway entrances to the project site would be temporarily disrupted. These segments would be reconstructed and made to conform with the existing curb and gutter lines along El Camino Real, Franklin Street, and Campbell Avenue. In addition, new street trees would be planted along the project frontage on El Camino Real that would provide an improved pedestrian experience.

Pedestrian access to the multi-family residential building would be provided at the project frontage on El Camino Real, and pedestrian access to the townhouse units would be provided at the driveway entrances to the site and the internal walking paths. The project would also include a linear paseo pathway that would include amenities such as a picnic area, sporting areas (e.g., exercise equipment and basketball courts), an artificial turf dog run, and outdoor seating. The project would not construct any new public pedestrian facilities or permanently alter any existing facilities; therefore, the project would not conflict with a program, plan, ordinance, or policy controlling pedestrian facilities. **(Less than Significant Impact)**

Transit Facilities

Given the proximity of the site to the Santa Clara Transit Center and nearby bus stops, it is assumed that some residents would utilize existing transit services. Assuming a commute hour transit mode share of two percent (as recommended by VTA guidelines), the project would generate up to 41 new transit riders during the peak hours. However, these new riders would offset the existing employees on-site that currently use transit to commute to and from the site. Therefore, the number of net new transit riders is likely lower and could be accommodated by existing facilities and services. The proposed project would not interfere with the construction of planned transit facilities, nor would the project exceed the capacity of the existing system. Therefore, the project would not conflict with a program plan or policy addressing transit. **(Less than Significant Impact)**

-
- b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?
-

As discussed in Section 3.17.1.1 Regulatory Framework, the City's VMT Transportation Analysis Policy sets forth screening criteria that allow various types of developments such as infill developments, small projects, and/or transit supportive projects near major transit corridors to be considered to have a less than significant impact on VMT. The project would qualify as a transit supportive project because it would: a) be located approximately 0.3 miles from the Santa Clara Caltrain Station, b) have a density of 37 dwelling units per acre, c) provide sidewalks and pathways on-site that would connect to neighboring sidewalks on El Camino Real and Campbell Avenue, and d) provide fewer parking spaces than what is typically required by the City. Therefore, it is presumed that the project would have a less than significant VMT impact and no detailed VMT analysis is required. **(Less than Significant Impact)**

-
- c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
-

Site Access and Driveway Design

The project site would continue to be served by the existing driveway entrances which are all 26 feet wide. According to Section 18.74.050(a) of the City Code, 26 feet (or 24 feet with one foot of clearance on both ends) is the minimum width for two-way access to serve residential developments with more than 25 residential parking spaces. Therefore, the project driveways would continue to provide adequate vehicle access to the site. **(Less than Significant Impact)**

Sight Distance at Project Driveways

The project-specific TA evaluated the sight distance at each of the project driveways and determined that the project would be designed consistent with the City's standard detail TR-9, which would ensure that all project driveways provide adequate sight distance for vehicles entering

and exiting the site. Therefore, the project would not create any hazards related to inadequate site distance. **(Less than Significant Impact)**

On-Site Circulation

The project-specific TA evaluated the internal drive aisles that would provide access to each of the townhouse units and determined that the project would meet the minimum width requirement of 24 feet (as described in Section 18.38.060 of the City Code) and would allow for two-way traffic to safely navigate the site. In addition, the TA evaluated the aisle widths of the parking garage for the multi-family residential building and determined that two vehicles could turn the corners of the parking garage at the same time and safely turn around at the dead-end aisle on the roof level. Therefore, the project would not create any hazards related to inadequate on-site circulation. **(Less than Significant Impact)**

Land Use Compatibility

As discussed in Section 3.11 Land Use and Planning, the portion of the project currently within Santa Clara City limits would be consistent with the established General Plan designation for the site and the addition of a new parcel into the City (and the subsequent amendment of the General Plan for that parcel) would ensure that the residential uses proposed for the site are consistent with one another. The site would be in proximity to other residential uses to the east and west of the site. The project, therefore, does not propose a use that is incompatible with the existing mix of uses in the project area or propose a use that would bring unusual equipment on the roadways (e.g., farm equipment). **(Less than Significant Impact)**

d) Would the project result in inadequate emergency access?

Emergency vehicles would be able to access the project site via the fire lane from the Franklin Street driveway to the eastern driveway on El Camino Real, and emergency responders would be able to access the townhouses via ladders and the Campbell Avenue driveway. In addition, emergency vehicles would be able to adequately turn around while accessing the site by using the area at the east end of the project site. The project-specific TA evaluated the design of the site and determined that based on the driveway and fire access lane widths, the project would provide adequate access and circulation for fire trucks/emergency vehicles. For this reason, the project would not result in inadequate emergency access. **(Less than Significant Impact)**

3.17.2.2 Cumulative Impacts

Would the project result in a cumulatively considerable contribution to a cumulatively significant transportation impact?

The geographic area for cumulative transportation impacts is Citywide.

As discussed above, the project site is located approximately 0.3 miles from the Santa Clara Caltrain Station and qualifies as a transit supportive project. Therefore, the project is presumed to have a less than significant VMT impact and would not result in a cumulatively considerable contribution to a cumulatively significant VMT impact Citywide. The project would not result in significant changes to adjacent pedestrian or bicycle facilities and would not cumulatively impact these facilities throughout the City. It is possible that the project could generate additional transit ridership; however, this incremental increase would not be significant and any new riders from this project and future cumulative projects could be accommodated by existing transit services. The project-specific TA determined that the project would provide adequate access and circulation for fire trucks/emergency vehicles and would not impact emergency access to the project area. Future cumulative projects would be required to undergo similar review to ensure that adequate emergency access is maintained.

Compliance with City requirements, design standards, and Conditions of Approval would ensure that the project would not substantially increase hazards due to a geometric design feature. Future cumulative projects, including those within the Santa Clara Station Area Plan that is currently being developed, would undergo the same review process to ensure that City standards are being met, and that any site-specific measures required to ensure safe circulation are implemented. Based on this discussion, project would have a less than significant cumulative impact because the project would not result in a cumulatively considerable contribution to transportation impacts in the project area. **(Less than Significant Cumulative Impact)**

3.17.3 Non-CEQA Effects

Queuing

The project would generate a net increase in outbound trips during the morning peak hour and inbound trips during the afternoon peak hour; therefore, the project would add additional turning vehicles to the surrounding roads during peak hours. To evaluate the potential impact of these additional turning vehicles during morning and afternoon peak hours, a queuing analysis for the following left turns into and out of the site was conducted:

- Southbound and westbound left-turns at El Camino Real and Franklin Street/Palm Drive
- Southbound left-turn at midblock driveway (Lane B)
- Southbound and westbound left-turns at El Camino Real and Campbell Avenue/Accolti Way

Of these turn movements, the project would exacerbate an existing deficiency at the westbound left-turn at El Camino Real and Campbell Avenue/Accolti Way. Under existing conditions, this turn movement exceeds the storage capacity of the lane by two vehicles during the morning peak-hour. The project would add one additional trip to this turn movement during the morning peak hour. However, this deficiency does not have a significant effect on traffic exiting the site, as queues that might otherwise occasionally block the Campbell Avenue driveway are prevented from doing so by the striping on Campbell Avenue adjacent to the project site driveway. Therefore, vehicles would still be able to exit the project driveway with the deficiency.

In addition to the existing deficiency described above, implementation of the project would result in a new deficiency at the southbound left-turn at El Camino Real and Campbell Avenue/Accolti Way. Under existing conditions, this turn movement has a maximum storage capacity of 230 feet (which accommodates a total of nine cars) and an observed maximum queue of nine cars during the afternoon peak hour. The project would add one additional trip to this turn movement during the afternoon peak hour which would result in an exceedance of the existing capacity of that turn lane. However, because El Camino Real has three through lanes, the extension of one car out of the pocket would not affect traffic flow.

Intersection Improvements

The project would generate residents who would utilize the surrounding pedestrian facilities and crosswalks. As discussed above, the City of San José and City of Santa Clara are proposing to change the lane geometry of the east leg of El Camino Real and Campbell Avenue/Accolti Way separate from the proposed project. In addition to the changes in lane geometry, improvements would be made to the intersections adjacent to the project side which would include implementation of left turn phasing and no right turn on red for all movements at the intersection of El Camino Real and Franklin Street/Palm Drive and El Camino Real and Campbell Avenue/Accolti Way. The project would contribute a fair share contribution to these signal improvements.

3.18 Tribal Cultural Resources

3.18.1 Environmental Setting

3.18.1.1 *Regulatory Framework*

State

Assembly Bill 52 (2015)

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a TCR, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a TCR or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
 - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
 - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

Senate Bill 18 (2004)

The intent of SB 18 is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process.

3.18.1.2 *Existing Conditions*

According to the City of Santa Clara General Plan, all parts of the City have the potential to contain subsurface archeological resources including tribal burial grounds.¹⁰¹ As discussed in Section 3.5 Cultural Resources, the site has a high sensitivity for Native American resources. The Tamien Nation has requested notification of projects in the City of Santa Clara under AB 52.

¹⁰¹ City of Santa Clara. *General Plan 2010-2035 Integrated Final Environmental Impact Report*. January 2011. Page 327.

Per the requirements of AB 52, the NAHC was contacted to conduct a Sacred Lands File search for the project site. On March 25, 2025, the NAHC responded and determined the results of the search were negative and provided a list of 23 Native American tribal representatives (from nine individual tribes) to contact for additional information. These representatives were contacted on June 2, 2025, and the AB 52 30-day consultation window ended on July 2, 2025. This outreach coincided with the required 90-day consultation period for tribes under SB 18, which ended on August 31, 2025.

Four tribes, including the Amah Mutsun Tribal Band, Northern Valley Yokuts/Costanoan, Tamien Nation, and the Ohlone Indian Tribe, responded during the 90-day consultation period. The Amah Mutsun Tribal Band responded on June 11, 2025, with the determination that the project was outside of their traditional tribal territory, and that they had no further comments. The Ohlone Indian Tribe responded on June 19, 2025, and scheduled a consultation meeting; however, the meeting was not held as tribal representatives reviewed the Archaeological Sensitivity Assessment prepared for the project and determined that the recommendations in the report were sufficient to address their concerns. The Northern Valley Yokuts/Costanoan tribe responded on June 20, 2025, to schedule a formal consultation meeting which was held on July 11, 2025. Following the consultation meeting, the tribe recommended that a qualified archaeologist and a Native American monitor provide cultural resources training to construction crews prior to ground disturbance and that they also be present to observe all ground-disturbing activity. Tamien Nation responded on June 16, 2025, and requested a formal consultation meeting that was held on August 6, 2025. Following the consultation meeting, the tribe recommended that a Native American monitor be present during ground-disturbing activity. No responses were received from the five other tribes who were contacted during the consultation process.

3.18.2 Impact Discussion

For the purpose of determining the significance of the project's impact on tribal cultural resources, would the project 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:

- a) 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)?
- b) 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 the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

3.18.2.1 *Project Impacts*

- a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is 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)?
-

As summarized in Section 3.5.1.2 Existing Conditions, the City received several requests from Native American tribes to consult on the project. Through the consultation process, it was determined that the measures identified in Section 3.5 Cultural Resources (i.e., MM CUL-1.1 – MM CUL-1.5 and MM CUL-2.1) were appropriate to reduce the risk for potential impacts to TCRs that could be present on-site. As discussed in Section 3.5 Cultural Resources, the site has a high sensitivity for Native American resources, including TCRs that could be eligible for listing in CRHR, or in the City's local register of historical resources as defined in Public Resources Code Section 5020.1(k). Potential adverse changes in significance for TCRs on-site, if found to be present, would be mitigated to a less than significant level with implementation of the mitigation measures MM CUL-1.1 – MM CUL-1.5 and MM CUL-2.1. **(Less than Significant Impact with Mitigation Incorporated)**

- b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is 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?
-

The City of Santa Clara has not identified any TCRs on the project site; therefore, the proposed project would not cause substantial adverse change in the significance of a TCR as determined by the City. As detailed above, if the proposed project encountered TCRs during construction activities, implementation of mitigation measures MM CUL-1.1 – MM CUL-1.5 and MM CUL-2.1 would reduce these impacts to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

3.18.2.2 *Cumulative Impacts*

Would the project result in a cumulatively considerable contribution to a cumulatively significant tribal cultural resources impact?

All cumulative projects within the City, including future cumulative projects within the Santa Clara Station Area Plan would be required to implement Conditions of Approval or mitigation measures that would avoid impacts to cultural resources (including TCRs) or reduce them to a less than significant level. The project would implement mitigation measures MM CUL-1.1 – MM CUL-1.5 and MM CUL-2.1; therefore, it would not result in a cumulatively considerable contribution to a significant TCR impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

3.19 Utilities and Service Systems

3.19.1 Environmental Setting

3.19.1.1 *Regulatory Framework*

State

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The City of Santa Clara adopted its most recent UWMP in June 2021.

Waste Management Act (1989)

The California Integrated Waste Management Act of 1989, established the California Integrated Waste Management Board (CIWMB), required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels) by 2000 and thereafter. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Assembly Bill 341 (2012)

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle.

Senate Bill 1383 (2016)

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025. CalRecycle released an analysis titled “Analysis of the Progress Toward the SB 1383 Organic Waste Reduction Goals” in August 2020 (revised November 2020), which recommended maintaining the disposal reduction targets set forth in SB 1383.¹⁰²

¹⁰² California Department of Resources Recycling and Recovery. “Analysis of the Progress Toward the SB 1383 Organic Waste Reduction Goals (DRRR-2020-1693).” Accessed September 12, 2025.
<https://www2.calrecycle.ca.gov/Publications/Details/1693>.

California Green Building Standards Code

CALGreen establishes mandatory green building standards for all buildings in California. The code is updated every three years.¹⁰³ CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and indoor environmental quality. These standards include the following mandatory set of measures, as well as more rigorous voluntary guidelines, for new construction projects to achieve specific green building performance levels:

- Reducing indoor water use by 20 percent;
- Reducing wastewater by 20 percent;
- Recycling and/or salvaging 65 percent of nonhazardous construction and demolition debris; and
- Providing readily accessible areas for recycling by occupants.

Local

City of Santa Clara 2010-2035 General Plan

The following General Plan Policies have been adopted for the purpose of reducing or avoiding impacts related to utilities and service systems and are applicable to the project.

Policies	Description
5.3.1-P9	Require that new development provide adequate public services and facilities, infrastructure, and amenities to serve the new employment or residential growth.
5.10.1-P6	Require adequate wastewater treatment and sewer conveyance capacity for all new development.
5.10.4-P4	Require an adequate water supply and water quality for all new development.
5.10.4-P5	Prohibit new development that would reduce water quality below acceptable State and local standards.
5.10.4-P7	Require installation of native and low-water-consumption plant species when landscaping new development and public spaces to reduce water usage.
5.10.5-P11	Require that new development meet stormwater and water management requirements in conformance with State and regional regulations.
5.10.5-P21	Require that storm drain infrastructure is adequate to serve all new development and is in place prior to occupancy.

¹⁰³ California Building Standards Commission. "California Building Standards Code." Accessed August 6, 2025. <https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo>.

3.19.1.2 Existing Conditions

Potable Water

Water services to the site are provided by the City of Santa Clara Department of Water and Sewer Utilities. In 2020, the City had a demand of approximately 16.3 million gallons per day (mgd) for potable water and 3.1 mgd for recycled water.¹⁰⁴ The water system consists of more than 335 miles of water mains, 21 active water wells and storage tanks with a combined water storage capacity of 28.9 million gallons per day.¹⁰⁵ Drinking water is provided by an extensive underground aquifer (accessed by the City's wells) and by two wholesale water importers: Valley Water (imported from the Sacramento-San Joaquin Delta) and the San Francisco Public Utilities Commission (imported from the Sierra Nevada). Approximately 38 percent of the City's water comes from imported water supplies. The remaining 62 percent is pumped from the City's 26 active water wells. The three sources are used interchangeably or blended. The citywide water demand is approximately 19.5 mgd as estimated in the 2020 Urban Water Management Plan.¹⁰⁶

The existing development on-site utilizes potable water that is supplied via an existing 12-inch water line in El Camino Real and a 12-inch water line in Franklin Street. The existing uses on-site utilize potable water for indoor use and for irrigation purposes. It is estimated that the current potable water demand on-site is approximately 24,110 gallons per day (gpd).¹⁰⁷

Wastewater Services

Sanitary sewer lines that serve the site are maintained by the City of Santa Clara Sewer Utility. Wastewater from the City of Santa Clara is treated at the San José-Santa Clara Regional Wastewater Facility (Facility), which is owned jointly by the Cities of San José and Santa Clara and is operated by the City of San José's Department of Environmental Services. 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. The Facility provides primary, secondary, and tertiary treatment of wastewater and has the capacity to treat 167 million gallons of wastewater a day.¹⁰⁸

¹⁰⁴ City of Santa Clara. *2020 Urban Water Management Plan, City of Santa Clara Water Utility*. Adopted June 22, 2021.

¹⁰⁵ City of Santa Clara. *Water & Sewer Utilities Fact Sheet*. Accessed September 24, 2025.
<http://santaclaraca.gov/index.aspx?page=1474>.

¹⁰⁶ City of Santa Clara. *2020 Urban Water Management Plan, City of Santa Clara Water Utility*. Adopted June 22, 2021.

¹⁰⁷ This estimate is based on the estimated wastewater generated by existing uses on-site (21,700 gpd), and the assumption that wastewater constitutes approximately 90 percent of total potable water demand (indoor and outdoor). $24,110 \text{ gpd} \times 0.90 = 21,700 \text{ gpd}$

¹⁰⁸ City of Santa Clara. *Water & Sewer Utilities Fact Sheet*. Accessed September 24, 2025.
<http://santaclaraca.gov/index.aspx?page=1474>.

In 2022, the Facility's average influent flow was 84.1 mgd.¹⁰⁹ The City of Santa Clara is allocated 15 percent of the overall capacity at the Facility which equates to approximately 25 mgd of dry weather flow. Approximately 10 percent of the Facility's effluent is recycled for non-potable uses and the remainder flows into San Francisco Bay. The NPDES permit for the Facility includes wastewater discharge requirements.

Wastewater is currently produced by the existing development on-site. An existing 18-inch sanitary sewer line in El Camino Real and several sanitary sewer lines in Franklin Street ranging from eight to 12 inches convey wastewater to the City system for treatment and disposal. It is estimated that the existing uses on-site generate approximately 21,700 gallons of wastewater per day.¹¹⁰

Stormwater Drainage

The project site is developed with four existing office buildings and two parking structures that are surrounded by surface parking areas and small, landscaped areas. The project site currently consists of 389,887 square feet (or approximately 82 percent) of impervious surfaces and 87,573 square feet (or approximately 18 percent) of pervious surfaces. Stormwater runoff from the project site enters the City's main storm drain system through a 15-inch storm drain line in Franklin Street and a 12-inch storm drain line in El Camino Real that connects to a 42-inch main line and eventually flows to the Bay.

Solid Waste

Solid waste collection in the City of Santa Clara is provided by Mission Trail Waste System through a contract with the City. Solid waste is disposed of at Newby Island Landfill, located in San José. As of January 2025, Newby Island Landfill has a remaining disposal capacity of approximately 10.1 million cubic yards and an estimated closure date of 2035.¹¹¹ 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 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 65 percent of construction and demolition debris from landfills.

It is estimated that approximately 161 tons of solid waste is currently generated by the existing uses on-site.¹¹²

¹⁰⁹ San José-Santa Clara Regional Wastewater Facility. *2022 Self-Monitoring Annual Report*. Accessed August 9, 2024. Available at: <https://www.sanjoseca.gov/home/showpublisheddocument/94789/638124181781530000>

¹¹⁰ City of Santa Clara. *Sanitary Sewer Master Plan Update*. April 2016. Table 2-1. Per Table 2-1, commercial/office land uses are assumed to generate 0.1 gallons per day per square foot. 217,000 square feet x 0.1 = 21,700 gpd.

¹¹¹ Boccaleoni, Anthony, Division Manager – Republic Services. Personal Communication. June 2, 2025.

¹¹² Illingworth & Rodkin, Inc. *University Station Air Quality Assessment*. June 2025.

Electric Power, Natural Gas, and Telecommunications Systems

The project site is served by existing phone and electrical services. Phone service is provided to the site by AT&T, and electrical service is provided by SVP. Natural gas is provided to the site by PG&E's existing utility lines.

3.19.2 Impact Discussion

For the purpose of determining the significance of the project's impact on utilities and service systems, would the project:

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
- b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
- c) 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?
- d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- e) Be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?

3.19.2.1 *Project Impacts*

-
- a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
-

Potable Water

It is estimated that the project would generate potable water demand of approximately 76,660 gpd, which equates to 27,980,900 gallons per year.¹¹³ The project would result in the reconfiguration of existing potable water lines and construction of new potable water lines on-site, construction of new lateral connections to existing main lines in El Camino Real and Franklin Street, and the replacement of an aging 60-foot segment of water main line in El Camino Real. As discussed

¹¹³ This estimate is based on the estimated wastewater generated by proposed uses on-site (65,160 gpd), and the assumption that wastewater constitutes approximately 85 percent of indoor and outdoor potable water demand for the new residential development with the increased open space area.

throughout this document, most of the project is accounted for in the City's General Plan and 2020 UWMP based on the land use designation for the site. A small portion of the project (13 townhouse units) would be constructed on a portion of the site that is currently within the City of San José. Therefore, the water demand for these units was not accounted for in the City's General Plan or 2020 UWMP. However, these units would only generate a potable water demand of approximately 2,422 gpd, which would comprise approximately three percent of the overall demand generated by the project. Given this incremental increase in potable water demand beyond what was previously assumed in the City's General Plan and 2020 UWMP, the project would not require an expansion of existing water facilities or construction of new water facilities to serve the project site, and the project would have a less than significant impact. **(Less than Significant Impact)**

Wastewater

The existing uses on-site generate approximately 21,700 gallons of wastewater per day, and with implementation of the proposed project, it is estimated that the wastewater generated on-site would increase to approximately 65,160 gpd. An increase of approximately 43,460 gallons per day (or 0.04 mgd).¹¹⁴ As discussed in further detail in checklist question c) below, this increase would be accommodated by the City's existing wastewater treatment capacity allocation at the Facility. Therefore, the project would not generate wastewater that would result in the need for new or expanded wastewater treatment facilities. The project would result in the reconfiguration of existing sanitary sewer lines and construction of new sanitary sewer lines on-site, and construction of new lateral connections to existing sanitary sewer lines in El Camino Real. The existing sanitary sewer lines in El Camino Real have adequate capacity to serve the project, as confirmed by the City of Santa Clara Public works department. Therefore, the project would not require the construction or relocation of new or expanded wastewater lines, and the project would have a less than significant impact. **(Less than Significant Impact)**

Stormwater

As discussed in Section 3.10 Hydrology and Water Quality, the project site contains 389,887 square feet (82 percent) of impervious surface area and 87,573 square feet (18 percent) of pervious surface area. The project would result in a 28,322 square foot decrease (six percent) of impervious surface area on-site and would construct approximately 15,483 square feet of bioretention areas on-site where stormwater runoff would be directed to reduce the amount of stormwater runoff entering the City's storm drains. The project would result in the reconfiguration of existing stormwater lines on-site and new lateral connections to existing stormwater lines in El Camino Real; however, the project would not result in the need for an expansion of existing stormwater facilities and would not generate stormwater that would exceed the capacity of existing infrastructure. **(Less than Significant Impact)**

¹¹⁴ City of Santa Clara. *Sanitary Sewer Master Plan Update*. April 2016. Table 2-1.

Per the Sewer System Management Plan, commercial office uses generate 0.1 gpd per square foot, townhouses generate 175 gpd per unit, and apartments generate 154 gpd per unit.

Electric Power, Natural Gas, and Telecommunications Systems

Existing electricity and telecommunications utility infrastructure currently serve the project site and would continue to serve the site under the project. Electric lines would connect to existing electrical infrastructure on-site, and no connections to natural gas are proposed as the project would be 100 percent electric. Based on this discussion, relocation of existing facilities or construction of new facilities would not be needed to serve the project. As a result, the project would have a less than significant impact on these facilities. **(Less than Significant Impact)**

-
- b) Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
-

The City's 2020 UWMP determined that there would be adequate water supply during normal, dry, and multiple dry year scenarios to meet the demand generated by users in the City.¹¹⁵ Further, the 2020 UWMP determined that even in a scenario with five consecutive dry years in 2035, the City would have a surplus of available water supply of 6,497 acre feet (approximately 2.1 billion gallons of water) per year. As discussed under checklist question a) above, the project would use approximately 76,660 gallons of water per day. Most of this usage was accounted for in the 2020 UWMP because the portion of the project within current City limits is consistent with the General Plan land use designation for the site. It is estimated that the 13 townhouse units that would be constructed on the portion of the site which is currently in San José would account for approximately 2,422 gallons per day (or 884,030 gallons per year) of the overall potable water demand for the project. Given this incremental increase in potable water demand beyond what was previously assumed in the City's 2020 UWMP and the surplus of available water supply estimated in the 2020 UWMP, implementation of the project would not result in the City having insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. **(Less than Significant Impact)**

-
- c) Would the project 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?
-

As discussed under Section 3.19.1.2 Existing Conditions, the Facility has the capacity to treat 167 million gallons of wastewater a day, and the City is allocated 15 percent of that capacity which equates to approximately 25 mgd. In 2009, the City's average dry weather flow was 13.3 mgd, and it was estimated that the average dry weather flow would increase to 20.1 mgd with build out of the General Plan.¹¹⁶ With build out of the General Plan, which includes most of the proposed project (excluding the units that would be constructed on the portion of the site that is currently in

¹¹⁵ City of Santa Clara. *2020 Urban Water Management Plan*. August 22, 2021. Pages 65 to 71.

¹¹⁶ City of Santa Clara. *2010-2035 General Plan Integrated Final Environmental Impact Report*. SCH# 2008092005. January 2011. Page 228.

San José), the City would still have approximately 4.9 mgd in available treatment capacity at the Facility.

The existing uses on-site generate approximately 21,700 gallons of wastewater per day, and with implementation of the proposed project, it is estimated that the wastewater generated on-site would increase to approximately 65,160 gpd.¹¹⁷ As discussed above, most of this wastewater generation was already accounted for in the City's General Plan. The project would construct 13 townhouse units that were not accounted for in the General Plan, which would equate to an additional wastewater generation of approximately 2,275 gpd (0.002 mgd) or 830,375 gallons per year. Given the City's estimated available treatment capacity at the Facility (4.9 mgd), the addition of approximately 0.002 mgd of wastewater generated by the project that was not previously accounted for would not increase the need for wastewater treatment beyond the capacity of the Facility. Therefore, there is sufficient wastewater treatment capacity for the project. **(Less than Significant Impact)**

-
- d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
-

As discussed under Section 3.19.1.2 Existing Conditions Newby Island Landfill has a remaining disposal capacity of approximately 10.1 million cubic yards and an estimated closure date of 2035.

Assuming a compaction rate of 1,850 pounds per cubic yard, the project would generate approximately 1,386 cubic yards of solid waste per year.¹¹⁸ Based on the remaining capacity at Newby Island Landfill and the estimated amount of waste generated by the project, the landfill would have sufficient capacity to serve the project. If the Newby Island Landfill is not available to accept waste after 2035, the City would prepare a contract with another landfill with capacity, such as Guadalupe Mines in San José, which is not anticipated to close until 2048. Based on this discussion, the project would not result in a significant increase in solid waste generated within the City of Santa Clara and would not require that new landfill facilities be contracted with or constructed to serve the site. **(Less than Significant Impact)**

¹¹⁷ City of Santa Clara. *Sewer System Management Plan*. April 7, 2020. Table 2-1.

Per the Sewer System Management Plan, commercial office uses generate 0.1 gpd per square foot, townhouses generate 175 gpd per unit, and apartments generate 154 gpd per unit.

¹¹⁸ California Department of Resources Recycling and Recovery. "California's 2019 Per Capita Disposal Rate." Accessed April 25, 2025. <https://calrecycle.ca.gov/lgcentral/goalmeasure/disposalrate/mostrecent/>
2.57 residents per unit x 408 units x 6.7 lbs. per resident per day = 7,025 lbs. per day (2,564,253 lbs. per year)

-
- e) Would the project be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?
-

Consistent with CALGreen requirements, the proposed project would be required to provide on-site recycling facilities, develop a construction waste management plan, recycle or salvage at least 65 percent of nonhazardous construction/demolition debris (by weight), and implement other waste reduction measures. The project would comply with the requirements of AB 341 by providing on-site recycling collection for residents, and would comply with SB 1383 because the City would continue to collect and separate organic waste for composting. Future residents on-site would be required to dispose of and recycle waste consistent with federal, state, and local requirements. Therefore, the project would not impair the attainment of solid waste reduction goals. **(Less than Significant Impact)**

3.19.2.2 *Cumulative Impacts*

Would the project result in a cumulatively considerable contribution to a cumulatively significant utilities and service systems impact?

The geographic area for cumulative utility impacts is Citywide.

The General Plan EIR found that the existing utilities and service systems in the City would be adequate to serve existing development and planned General Plan growth.¹¹⁹ This planned growth is determined by the General Plan designated land uses and density definitions. As discussed above and throughout this document, most of the project is consistent with the assumptions made in the General Plan. The residential units proposed on the portion of the project site within the current boundaries of Santa Clara are consistent with the use and development density assumed in the established land use designation for the site. The project would include 13 townhouse units on the portion of the site which is currently in San José. This would result in an incremental increase in demand on the existing utilities and service systems in the City that was not accounted for in the General Plan EIR. However, as discussed above in Section 3.19.2.1 Project Impacts, these additional 13 townhouse units would not generate a significant increase in demand compared to what was assumed in the General Plan EIR and the project would not result in any significant utility and service system impacts. Therefore, the project would not result in a cumulatively considerable contribution to a cumulatively significant utilities and service systems impact. **(Less than Significant Cumulative Impact)**

¹¹⁹ City of Santa Clara. 2010-2035 General Plan Integrated Final Environmental Impact Report. SCH# 2008092005. January 2011. Pages 222 to 231.

3.20 Wildfire

3.20.1 Environmental Setting

3.20.1.1 *Regulatory Framework*

3.20.1.2 *Existing Conditions*

The project site is not located within state responsibility areas or lands classified as very high fire hazard severity zones.¹²⁰

3.20.2 Impact Discussion

For the purpose of determining the significance of the project's impact on wildfire, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

3.20.2.1 *Project Impacts*

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. **(No Impact)**

3.20.2.2 *Cumulative Impacts*

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in cumulative wildfire impacts. **(No Cumulative Impact)**

¹²⁰ California Department of Forestry & Fire Protection. *Local Responsibility Area Fire Hazard Severity Zones*. February 24, 2025.

Section 4.0 Growth-Inducing Impacts

Would the project foster or stimulate significant economic or population growth in the surrounding environment?

Pursuant to the CEQA Guidelines, a project is considered to be growth inducing if it would “foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment” (Section 15126.2[e]). This section of the Draft EIR is intended to evaluate the impacts of such growth in the surrounding environment. Examples of projects likely to have significant growth-inducing impacts include removing obstacles to population growth by extending or expanding infrastructure beyond what is needed to serve the project. Other examples of growth inducement include increases in population that may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects.

As discussed throughout this document, particularly in Section 3.14 Population and Housing and Section 3.19 Utilities and Service Systems, most of the development included in the project is accounted for in the City’s General Plan based on the project’s consistency with the established General Plan land use designation for the site. The only portion of the project that was not previously accounted for in buildout of the City’s General Plan is the portion currently within the City of San José. The project would construct 13 townhouse units on this portion of the site which would result in an incremental increase in development and an associated population increase than previously evaluated. However, this additional development would remain consistent with the visions, standards, guidelines, policies, and intent of the General Plan and would be located in an urbanized area served by existing infrastructure and services. Incorporation of this small area into the City and development of 13 townhouse units would not require an expansion of existing utility infrastructure or the construction of new public streets to access the site. For these reasons, the project would not foster or stimulate substantial economic growth or population growth, or the construction of additional housing in the surrounding environment. **(Less than Significant Growth Inducing Impact)**

Section 5.0 Significant and Irreversible Environmental Changes

Pursuant to CEQA Guidelines Section 15126.2(d), an EIR must identify significant irreversible environmental changes that would be caused by the proposed project being analyzed. Significant irreversible changes include the following: (1) commitment of future generations to similar uses, (2) irreversible damage resulting from environmental accidents associated with the project, and (3) irreversible use and irretrievable commitments of resources.

5.1 Commitment of Future Generations to Similar Uses

Redevelopment of the project site as proposed was mostly accounted for in the General Plan EIR. The additional development on-site resulting from incorporating a small area into the City and developing 13 townhouse units is nominal and would not result in substantially greater commitment of future generations to similar uses than disclosed in the General Plan EIR.

5.2 Irreversible Damage from Environmental Accidents

As discussed in Section 3.9 Hazards and Hazardous Materials, the project would be required to comply with all federal, state, and local laws and regulations regarding the safe use and storage of hazardous materials. In addition, the project would implement to MM HAZ-1.1 to ensure that any potentially contaminated materials are handled properly during the construction process. Implementation of this measure and compliance with relevant federal, state, and local laws and regulations would reduce any potential irreversible or nearly irreversible environmental changes to a less than significant level.

5.3 Irreversible Use and Irretrievable Commitments of Nonrenewable Resources

The project would occur in an infill location adjacent to a transit corridor and major transit facilities, encourage the use of transit services through implementation of a TDM plan, and result in the efficient use of non-renewable energy sources. In addition, as discussed in Section 3.6 Energy, the project would be constructed in compliance with all applicable building codes and the City's Reach Code and would not result in unnecessary, inefficient, or wasteful use of resources. The project would result in an irreversible use and commitment of nonrenewable resources; however, the project would result in the construction and operation of a more transit-oriented and sustainable development on-site.

Section 6.0 Significant and Unavoidable Impacts

There are no significant and unavoidable impacts identified for the project.

Section 7.0 Alternatives

CEQA requires that an EIR identify a range of reasonable alternatives to a project as it is proposed. The CEQA Guidelines specify the EIR should identify alternatives which “would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.” (CEQA Guidelines Section 15126.6[a].) The purpose of the alternatives discussion is to determine whether there are alternatives of design, scope, or location which would substantially lessen the significant impacts, even if those alternatives “impede to some degree the attainment of the project objectives” or are more expensive (CEQA Guidelines Section 15126.6[b]).

In order to comply with the purposes of CEQA, it is important to identify alternatives that reduce the significant impacts anticipated to occur if the project is implemented and try to meet as many of the project’s objectives as possible. The CEQA Guidelines emphasize a commonsense approach – the alternatives should be reasonable, “foster informed decision making and public participation,” and focus on alternatives that avoid or substantially lessen the significant impacts. The range of alternatives selected for analysis is governed by the “rule of reason” which requires the EIR to discuss only those alternatives necessary to permit a reasoned choice. An EIR is not required to consider alternatives which are infeasible.

The two critical factors to consider in selecting and evaluating alternatives are: (1) the significant impacts from the project which could be reduced or avoided by an alternative, and (2) the project objectives. These factors are discussed below.

7.1 Factors in Selecting and Evaluating Alternatives

7.1.1 Significant Impacts of the Project

As explained above, the CEQA Guidelines state an alternatives analysis in an EIR should be limited to alternatives that are feasible and would avoid or substantially lessen any of the significant effects of the project and achieve most of the basic project objectives. As noted above in Section 6.0 Significant and Unavoidable Impacts, no significant and unavoidable impacts were identified for the proposed project. However, several significant impacts were identified related to biological resources, cultural resources, geology and soils, and hazards and hazardous materials that would be reduced to a less than significant level with implementation of mitigation measures.

7.1.2 Project Objectives

Pursuant to CEQA Guidelines Section 15124, the EIR must include a statement of objectives sought by the proposed project. While CEQA does not require that alternatives must be capable of meeting all of the project objectives, their ability to meet most of the basic objectives is considered relevant to their consideration.

As identified in Section 2.3 Project Objectives, the objectives for the project are as follows:

- Support the State’s housing goals during a time of housing crisis by providing much needed housing, including affordable housing.
- Redevelop the property consistent with the land use policies and strategies provided in Plan Bay Area 2050 such as integrating affordable housing into all major housing projects and transforming aging office buildings into vibrant neighborhoods.
- Redevelop the project site consistent with the vision of the Santa Clara General Plan for higher-density residential development (37 to 50 dwelling units per acre) along major transportation corridors.
- Provide a mix of for-sale and rental housing at a range of income levels and unit sizes, to assist the City in meeting its Regional Housing Needs Allocation obligations in accordance with its Housing Element.
- Annex the San José portion of the project site into Santa Clara in order to provide for efficient delivery of services and utilities.
- Replace underutilized office buildings and surface parking lots with modern, high-quality residential units and associated landscaping and amenities.
- Enhance the architectural and visual character of the neighborhood by improving the site with high-quality architecture and landscaping.
- Deliver an economically feasible development balancing market conditions and City objectives.

7.1.3 Feasibility of Alternatives

CEQA, the CEQA Guidelines, and case law interpreting CEQA and the CEQA Guidelines have found that feasibility can be based on a wide range of factors and influences. The CEQA Guidelines state that such factors can include (but are not limited to) the suitability of an alternate site, economic viability, availability of infrastructure, consistency with a General Plan or with other plans or regulatory limitations, jurisdictional boundaries, and whether the project proponent can “reasonably acquire, control, or otherwise have access to the alternative site” (Section 15126.6[f][1]).

7.2 Project Alternatives

7.2.1 Project Alternatives Considered but Rejected from Further Analysis

7.2.1.1 *Location Alternative*

An alternative site may be considered when impacts of the project might be avoided or substantially lessened, and the project proponent can feasibly attain control of the site. Only alternative locations that would avoid or substantially lessen any of the impacts of the project and meet most of the basic

project objectives need to be considered for inclusion in the EIR (CEQA Guidelines Sections 15126.6[f] and 15126.6[f][2][A]).

The project would demolish the four existing office buildings and two parking garages on the approximately 10.96-acre site, and construct a new five-story building with 297 multi-family residential units and 111 three-story townhouse units distributed amongst 26 buildings. It is possible that other sites of a similar size may be available in the City of Santa Clara; however, it is not guaranteed that these sites would have the appropriate General Plan or zoning designation to allow for this development density. In addition, some of the primary, basic objectives of the project are to replace underutilized office buildings and surface parking lots with modern, high-quality residential units and focus higher-density residential development (37 to 50 dwelling units per acre) along major transportation corridors. There is no guarantee that the alternative location(s) would contain aging, underutilized office development and be located proximate to a major transportation corridor like El Camino Real, or a major transportation stop like Santa Clara Station.

As discussed above, no significant and unavoidable impacts were identified for the proposed project. Several potentially significant impacts were identified for biological resources, cultural resources, geology and soils, and hazards and hazardous materials. Since these significant impacts are primarily related to the construction activities planned on-site, it is reasonable to assume that similar impacts could result at an alternative project location given the archaeological sensitivity in Santa Clara, the common presence of residual agricultural contaminants in shallow soil throughout Santa Clara Valley, and the likelihood that alternative sites would also have existing trees that would be removed during redevelopment.

For all these reasons, most of the impacts of the proposed project would not be reduced or avoided by constructing the project on a different parcel. Because of this, and due to the fact that the applicant does not control other parcels within the City suitable for the proposed project, this alternative was not considered further.

7.2.1.2 *Reduced Redevelopment Alternative*

The construction and operation of the proposed project would result in an increase in temporary and permanent air pollutant emissions and noise levels. However, as discussed in Section 3.3 Air Quality, the criteria air pollutant emissions generated by project implementation would not exceed the Air District's thresholds of significance, and the health risk impacts associated with construction of the proposed project would not exceed the Air District's single-source threshold for health risks. In addition, as discussed in Section 3.13 Noise, compliance with the City's allowable construction hours and implementation of standard Conditions of Approval would reduce impacts associated with construction noise to a less than significant level.

To further reduce emissions and construction noise generated during construction of the project, the Reduced Development Alternative would reduce the number of units developed on-site and result in a corresponding decrease in the duration of the construction periods required to implement the alternative. However, as currently proposed with 408 dwelling units on an

approximately 10.96-acre site, the project's development density would be at approximately 37 dwelling units per acre, which is the minimum required under the existing General Plan designation for the site and the minimum density stated in the project objectives. Therefore, any meaningful reduction in the number of units constructed on-site under this alternative would result in a project that would not meet the minimum development density required for this General Plan designation and included in the project objectives. As such, this alternative was not considered further.

7.2.1.3 *Focused Development Alternative*

The Focused Development Alternative would shift the development on-site and concentrate the proposed 408 dwelling units on the portions of the site most likely to contain resources associated with the Santa Clara Mission orchard and orchard walls, the abode structures within the orchard, and the neophyte cemetery that abutted the orchard walls between the Mission and the orchard. The type of development that could accommodate this shift is assumed to be a larger multi-family residential building or two similarly sized multi-family residential buildings.

However, unless redevelopment of the western portion of the site was limited through deed-restrictions to surface-level improvements like parking or open space areas, this alternative would not avoid future redevelopment of that portion of the site with something that could disturb the documented resources related to the Santa Clara Mission. In addition, as discussed in Section 3.5 Cultural Resources, a Native American shell midden was identified adjacent to the site and records of known Native American burial areas have been recorded in the project area. The horizontal and vertical extent of the shell midden and Native American burial areas has not been clearly delineated; therefore, it is possible that the portions of the site where redevelopment would be concentrated under the Focused Development Alternative are equally as sensitive for cultural resources as the remaining portion of the site. In which case, this alternative would not avoid or substantially lessen any of the potential impacts to archaeological resources compared to the proposed project.

In addition, this alternative could concentrate development closer to the railroad tracks that run parallel to the northern site boundary, which could expose future residents on-site to additional noise and vibration from train pass-bys. Therefore, this alternative was not considered further.

7.2.2 **Selected Alternatives**

A reasonable range of alternatives with the intent to avoid or reduce the project's significant impacts are evaluated below. They include a No Project, No Redevelopment alternative, No Project, Redevelopment alternative, Redistributed Housing Units alternative, and No Annexation, Redevelopment Alternative.

7.2.2.1 *No Project, No Redevelopment and No Project, Redevelopment Alternatives*

The CEQA Guidelines specifically require consideration of a "No Project" Alternative. The purpose of

including a No Project Alternative is to allow decision makers to compare the impacts of approving the project versus the impacts of not approving the project. The CEQA Guidelines specifically advise the No Project Alternative shall address both the existing conditions and “what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services” (Section 15126.6(e)(2)).

No Project, No Redevelopment Alternative

Under the No Project, No Redevelopment Alternative, the project site would remain as it is today, and no annexation would occur. Under existing conditions, the site is developed with four office buildings, two parking garages, and surface parking lots.

The No Project, No Redevelopment Alternative would avoid all impacts associated with the project, as no changes would occur to the existing improvements on-site and no short-term construction impacts would be generated. However, this alternative would not meet any of the project objectives because no new housing units would be constructed on-site.

No Project, Redevelopment Alternative

The approximately 10.02-acre portion of the project site in Santa Clara has a General Plan land use designation of Santa Clara Station Regional Mixed Use (Santa Clara Station Regional Commercial + Santa Clara Station High Density Residential) and is in the Planned Development zoning district. This General Plan designation permits residential development at 37 to 50 dwelling units per gross acre. The San José portion of the site is designated and zoned Light Industrial.

If the proposed project were not approved, the annexation would not be approved, and Santa Clara would have no jurisdiction over development on that parcel. Under this alternative, which only addresses development on the Santa Clara parcel, it is reasonable that an alternative residential project could be proposed, particularly due to the site’s location within the proposed Santa Clara Station Area Plan area. Based on the maximum allowable residential density allowed for the project site (50 dwelling units per gross acre) and the size of the site (10.02 acres), this could include a residential development with up to 502 dwelling units (assuming that no density bonuses are utilized).

Under this alternative, the potential number of residential units constructed on-site would increase by up to 94 units (23 percent) compared to the proposed project. To achieve this density, it is likely that the site would be developed with multi-family residential buildings instead of the proposed mix of multi-family residential units and three-story townhouse units. Although this alternative would meet most of the project objectives by redeveloping a site with underutilized office buildings and surface parking lots and constructing new housing units adjacent to a major transportation corridor, this alternative would not provide the same number or mix of for-sale housing units as the proposed project. Therefore, it would not meet that project objective to the same extent as the proposed project.

In addition, the larger size of the potential residential development under this alternative could result in a corresponding increase in the duration of construction activities on-site. This could result in new or more severe impacts to surrounding receptors from construction equipment emissions and temporary construction noise/vibration that could require mitigation. The higher unit count would also result in additional vehicle trips compared to the proposed project, which could generate new or more severe impacts related to circulation on-site, traffic safety, and operational deficiencies. Finally, depending on the location and orientation of the additional units on-site, more of the future residents on-site could be exposed to high levels of noise and vibration from the adjacent rail tracks and El Camino Real.

The No Project, Redevelopment Alternative could result in a residential development on-site; however, it would not meet the project objectives to the same extent as the proposed project and could result in more significant environmental impacts related to air quality, noise, and transportation.

7.2.2.2 *Redistributed Housing Units Alternative*

As discussed in Section 3.13 Noise under Section 3.13.3 Non-CEQA Effects, the northernmost townhouse units on-site would occasionally experience vibration levels that could exceed the applicable FTA vibration impact criteria threshold of 72 VdB. The project would utilize a design waiver related to General Plan Policy 5.8.7-P7 pursuant to the State Density Bonus Law to allow for the construction of townhouse units within the portions of the project site that could experience elevated vibration levels from train pass-bys.

Under this alternative, approximately 16 of the townhouse units would be removed from the northernmost portion of the site and would be replaced by 16 additional apartment units in the multi-family residential building in order to maintain the required minimum development density for the site. This would require an additional level on at least a portion of the multi-family residential building, which would result in the multi-family residential building being a maximum of six-stories tall (an increase to approximately 80 feet).

This alternative would avoid exposing future residents adjacent to the northern site boundary to excessive levels of vibration from train pass-bys.

Although this alternative would meet most of the Project Objectives by redeveloping a site with underutilized office buildings and surface parking lots and constructing new housing units adjacent to a major transportation corridor, this alternative would not provide the same number or mix of for-sale housing units as the proposed project. Therefore, it would not meet that project objective to the same extent as the proposed project.

In addition, constructing a taller multi-family residential building on-site would exacerbate conflicts with the design requirements (i.e., maximum height and step-back standards) under the existing zoning and General Plan land use designation. Finally, constructing a taller multi-family residential

building on-site could also result in the need for taller construction equipment (e.g., cranes) that would require review by the FAA to ensure compatibility with nearby airport operations.

The Redistributed Housing Units Alternative would result in a residential development on-site that is similar to the proposed project; however, it would not meet the project objectives regarding the mix of for-sale and rental units to the same extent as the proposed project. This alternative would avoid exposing residents to elevated vibration levels along the northern portion of the site, but it would also result in additional conflicts with the City's standard design requirements under the existing land use and zoning designation. However, assuming that this alternative could utilize design waivers permitted under the State Density Bonus Law, these conflicts would be inconsequential and are not likely to result in any new or substantial more severe environmental impacts.

7.2.2.3 *No Annexation, Redevelopment Alternative*

Although unlikely, it is possible that the proposed annexation of the 0.94-acre San José parcel would not be approved. If that were to occur, the 13 townhouse units on that parcel would still be constructed under a separate development application with the City of San José. Under this alternative, it is assumed that the separate San José project would comply with San José's Inclusionary Housing Ordinance rather than Santa Clara's Affordable Housing Ordinance, and that some of the access and utilities for the San José parcel may run through or connect with Santa Clara streets and utilities.

In this alternative, which only addresses development on the Santa Clara parcel, the project site (which would have an area of 10.02 acres) would be redeveloped with the remaining 98 townhouse units and 297 apartment units in the same locations as the currently proposed project. This would result in a development density of 39.4 dwelling units per acre on-site, which is consistent with the desired density range in the project objectives and the allowable density under the General Plan designation. However, this alternative would provide 13 fewer residential units in the City of Santa Clara; therefore, it would not assist the City with its Regional Housing Needs Allocation obligations to the same extent as the proposed project. In addition, this alternative would not meet the project objective to annex the San José portion of the project site into Santa Clara, and could result in less efficient delivery of services and utilities compared to the proposed project as a result.

Under this alternative, construction phasing and development of the site would occur in the same fashion as proposed under the current project. Therefore, the environmental impacts discussed throughout this document would be similar to those that would occur in this alternative. However, this alternative would expose fewer Santa Clara residents to elevated vibration levels along the northern portion of the site, as the 13 townhouse units on the San José parcel would no longer be part of the development.

The No Annexation, Redevelopment Alternative would result in similar environmental impacts compared to the proposed project and expose fewer residences to elevated vibration levels; however, it would not meet the project objectives to the same extent as the proposed project and would not meet the project objective related to annexation of the San José parcel.

Impacts	Proposed Project	No Project, No Redevelopment Alternative	No Project, Redevelopment Alternative	Redistributed Housing Units Alternative	No Annexation, Redevelopment Alternative
Aesthetics	LTS	NI	LTS	LTS	LTS
Agricultural and Forestry Resources	NI	NI	NI	NI	NI
Air Quality	LTS	NI	LTS	LTS	LTS
Biological Resources	LTS	NI	LTS	LTS	LTS
Cultural Resources	LTS	NI	LTS	LTS	LTS
Energy	LTS	NI	LTS	LTS	LTS
Geology and Soils	LTS	NI	LTS	LTS	LTS
Greenhouse Gas Emissions	LTS	NI	LTS	LTS	LTS
Hazards and Hazardous Materials	LTS	NI	LTS	LTS	LTS
Hydrology and Water Quality	LTS	NI	LTS	LTS	LTS
Land Use and Planning	LTS	NI	LTS	LTS	LTS
Mineral Resources	NI	NI	NI	NI	NI
Noise	LTS	NI	LTS	LTS	LTS
Population and Housing	LTS	NI	LTS	LTS	LTS
Public Services	LTS	NI	LTS	LTS	LTS
Recreation	LTS	NI	LTS	LTS	LTS
Transportation/Traffic	LTS	NI	LTS	LTS	LTS
Tribal Cultural Resources	LTS	NI	LTS	LTS	LTS
Utilities and Service Systems	LTS	NI	LTS	LTS	LTS
Wildfire	NI	NI	NI	NI	NI
Meets Project Objectives?	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Mostly, but to a lesser extent

7.2.3 Environmentally Superior Alternative

The CEQA Guidelines state that an EIR shall identify an environmentally superior alternative. Based on the discussion of project alternatives, the environmentally superior alternative to the project is the No Project, No Redevelopment Alternative because it would avoid all of the project's environmental impacts. CEQA Guidelines Section 15126.6(e)(2) states that "[i]f the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Therefore, in addition to the No Project, No Redevelopment Alternative, the Redistributed Housing Units Alternative would be an environmentally superior alternative because it would avoid exposing residents adjacent to the northern site boundary to elevated vibration levels.

Section 8.0 References

The analysis in this Environmental Impact Report is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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Section 10.0 Acronyms and Abbreviations

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	asbestos-containing building material
AIA	Airport Influence Area
Air District	Bay Area Air District
ALUC	Airport Land Use Commission
AMI	Area Median Income
AMSL	Above mean sea level
APN	Assessor's Parcel Number
ATCM	air toxic control measure
Bay Area	San Francisco Bay Area
BART	Bay Area Rapid Transit
bgs	below ground surface
Btu	British thermal unit
CAAQS	California Ambient Air Quality Standard
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAP	Climate Action Plan
CBC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFC	chlorofluorocarbon

CFR	Code of Federal Regulations
CGS	California Geological Survey
CH ₄	methane
CHRIS	California Historical Resources Information System
CIC	Combined Industrial/Commercial
CIWMB	California Integrated Waste Management Board
CLUP	Comprehensive Land Use Plan
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalents
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
dBA	A-weighted decibel
DNL	Day/Night Average Sound Level
DPM	diesel particulate matter
DPR	California Department of Parks and Recreation
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
ESL	Environmental Screening Limit
EV	Electric Vehicle
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Maps
FMMP	Farmland Mapping and Monitoring Program

FTA	Federal Transit Administration
GHG	greenhouse gas
GHGRS	Greenhouse Gas Reduction Strategy
gpd	Gallons per day
GWh	gigawatt hour
GWMP	Groundwater Management Plan
GWP	Global Warming Potential
Habitat Plan	Santa Clara Valley Habitat Plan
HFCs	hydrofluorocarbons
HSP	Health and Safety Plan
HSWA	Hazardous and Solid Waste Amendments
HVAC	Heating, Ventilation, and Air Conditioning
ibid	Same source as previous footnote
in/sec	Inches per second
kBtu	One thousand British thermal units
kWh	Kilowatt-hour
LBP	lead-based paint
L_{eq}	Energy-Equivalent Sound/Noise Descriptor
LI	Light Industrial
LID	Low Impact Development
L_{max}	Maximum A-weighted noise level during a measurement period
LOS	Level of Service
LRA	Local Responsibility Area
LUST	Leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MCLs	Maximum Contaminant Levels
MEI	Maximally exposed individual
MERV	Minimum Efficiency Reporting Value
MFA	Mitigation Fee Act
MGD	million gallons per day
Mg/kg	milligrams per kilogram
MMTCO ₂ e	million metric tons of carbon dioxide equivalent

MND	Mitigated Negative Declaration
mpg	miles per gallon
MRP	Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit
MSL	mean sea level
MTC	Metropolitan Transportation Commission
MU-RC	Mixed Use-Regional Commercial
MUN	Mixed-Use Neighborhood
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standard
NAHC	Native American Heritage Commission
NCP	National Contingency Plan
NESHAP	National Emission Standards for Hazardous Air Pollutants
NHPA	National Historic Preservation Act of 1966
NO ₂	nitrogen dioxide
NOA	naturally occurring asbestos
NOD	Notice of Determination
NOP	Notice of Preparation
NO _x	nitrogen oxides
NRHP	National Register of Historic Places
O ₃	ozone
OCPs	Organochlorine pesticides
OPR	Governor's Office of Planning and Research
PAHs	polycyclic aromatic hydrocarbons
PCB	polychlorinated biphenyls
PDA	Priority Development Areas
PFC	perfluorocarbon
PG&E	Pacific Gas and Electric Company
PM	particulate matter
PM ₁₀	particulate matter with a diameter of 10 microns or less
PM _{2.5}	particulate matter with a diameter of 2.5 microns or less
PPV	Peak Particle Velocity

R&D	Research and Development
RAP	Removal Action Plan
RCRA	Resource Conservation and Recovery Act
RECs	Recognized Environmental Conditions
RHNA	Regional Housing Need Allocation
ROG	reactive organic gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	State Bill
SCFD	Santa Clara Fire Department
SCPD	Santa Clara Police Department
SCS	Sustainable Communities Strategy
SCUSD	Santa Clara Unified School District
SCVNSPC	Santa Clara Valley Nonpoint Source Pollution Control Program
SCVURPPP	Santa Clara Valley Urban Runoff Pollution Prevention Program
SF ₆	sulfur hexafluoride
SFPUC	San Francisco Public Utilities Commission
SHMA	Seismic Hazards Mapping Act
SMARA	Surface Mining and Reclamation Act
SMGB	State Mining and Geology Board
SMP	Site Management Plan
SO _x	sulfur oxides
SR	State Route
SRA	State Responsibility Area
SVP	Silicon Valley Power
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TA	Transportation Analysis
TACs	Toxic Air Contaminants
TDM	Transportation Demand Management
Title 24	Title 24, Part 6 of the California Code of Regulations
TMDLs	Total maximum daily loads

TPA	Transit Priority Area
TPH	Total petroleum hydrocarbons
TPHd	TPH as diesel
TPHg	TPH as gasoline
TPHo	TPH as motor oil
TSCA	Toxic Substances Control Act
USACE	United States Army Corps of Engineers
URMP	Urban Runoff Management Plan
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
UST	Underground Storage Tank
VMT	vehicle miles traveled
VOCs	Volatile Organic Compounds
VTA	Santa Clara Valley Transit Authority
WEAP	Workplace Environmental Awareness Program
Williamson Act	California Land Conservation Act
WUI	wildland-urban interface
ZNE	zero net carbon emission