

# Notice of Preparation

## Draft Environmental Impact Report

### For the University Station Residential Master Plan

DATE: May 23, 2025

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

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

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

CONTACT: Steve Le, Senior Planner  
1500 Warburton Avenue  
Santa Clara, California 95050  
[SLe@santaclaraca.gov](mailto:SLe@santaclaraca.gov)  
Phone: 408-615-2468

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

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

Email: [SLe@SantaClaraCA.gov](mailto:SLe@SantaClaraCA.gov)

OR

Mail: City of Santa Clara – Community Development Department  
Attn: Steve Le, Senior Planner  
1500 Warburton Avenue  
Santa Clara, California 95050

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

June 4, 2025  
5:30 p.m. to 7:00 p.m.  
Zoom Webinar

<https://santaclaraca.zoom.us/j/86086449815>

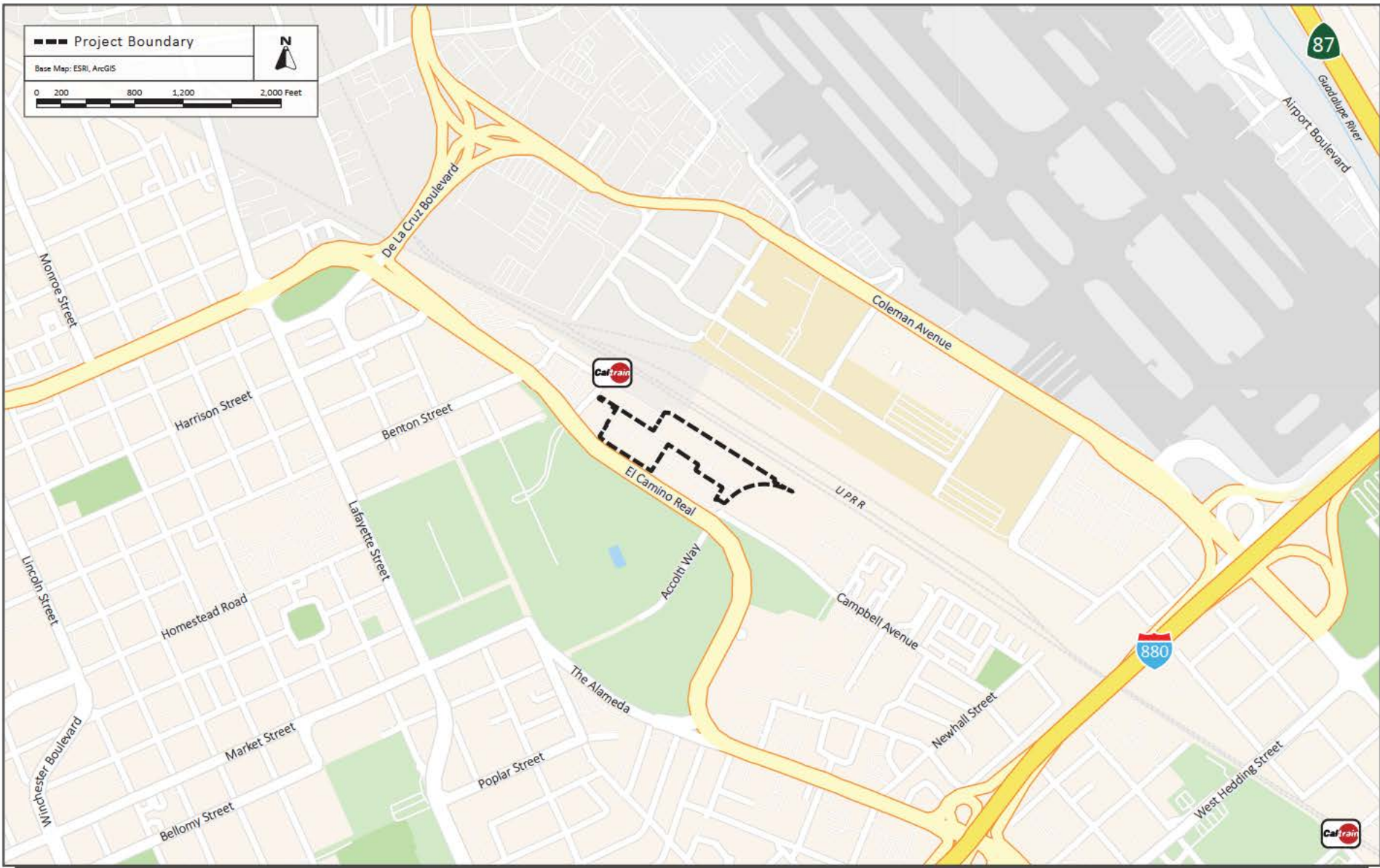
Webinar ID: 860 8644 9815

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

<https://www.santaclaraca.gov/Home/Components/BusinessDirectory/BusinessDirectory/529/2495?npa=4>

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

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



VICINITY MAP

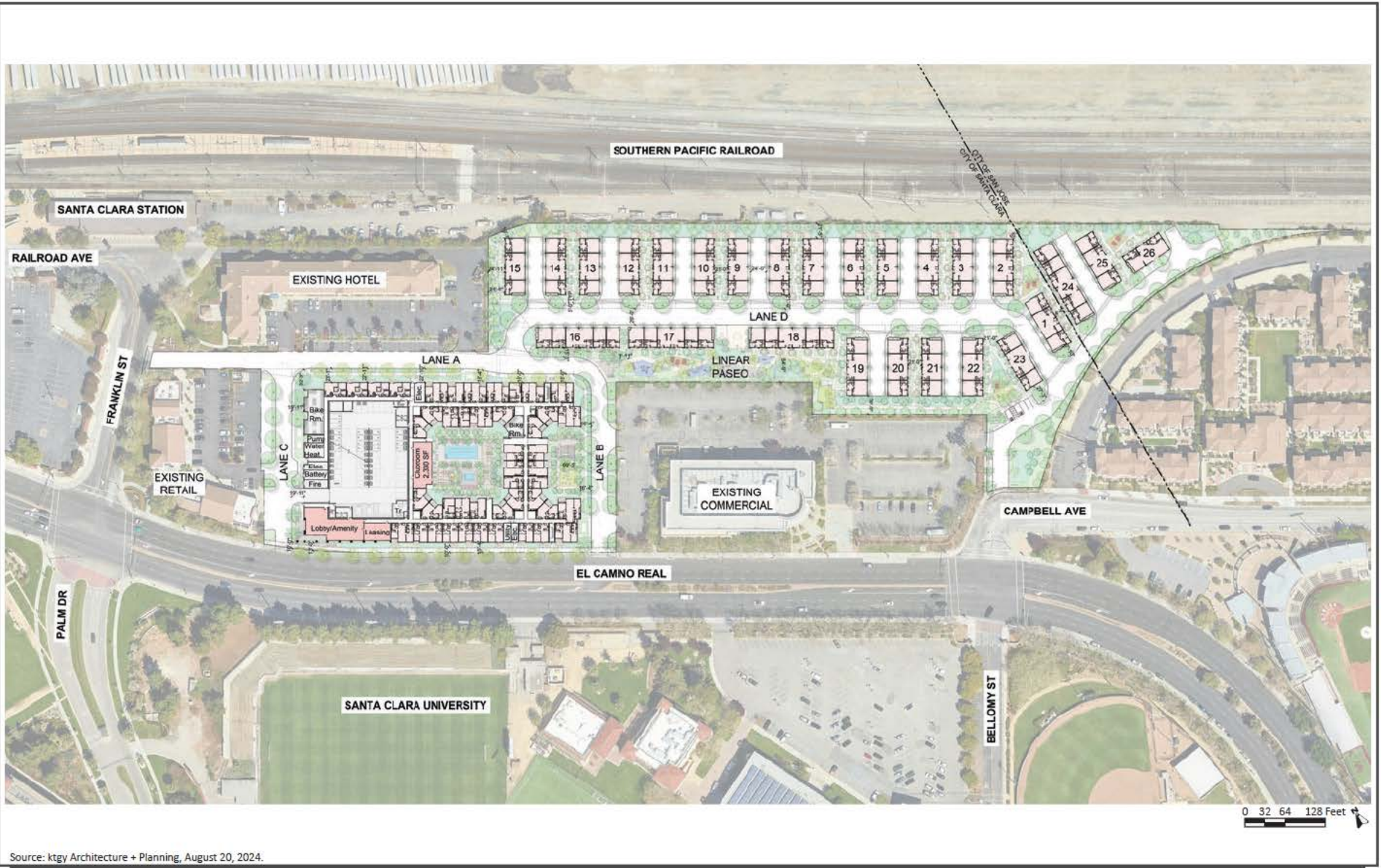
FIGURE 1

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

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

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

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



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

CONCEPTUAL SITE PLAN

FIGURE 2

MULTI-FAMILY BUILDING



LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION

TOWNHOUSE BUILDINGS



LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Agriculture and Forestry Resources
- Mineral Resources
- Wildfire

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

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

**From:** [Steve Le](#)  
**To:** [Sean Collins](#)  
**Cc:** [Nick Towstopiat](#); [Nicole He](#)  
**Subject:** RE: EIR Comments - 451 El Camino Real - University Station Project  
**Date:** Friday, June 13, 2025 1:10:13 PM  
**Attachments:** [image001.png](#)

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Hi Sean,

Thank you for sending comments in response to the Notice of Preparation. I copied Nick Towstopiat, our environmental consultant and Nicole He from our Transportation Division so can they consider your comments in their review.

Have a great weekend.

**Steve Le** | Senior Planner  
Community Development Department  
1500 Warburton Avenue | Santa Clara, CA 95050  
O:408.615.2450 | D: 408.615.2468  
Email: [Sle@santaclaraca.gov](mailto:Sle@santaclaraca.gov)



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**From:** Sean Collins [REDACTED]  
**Sent:** Thursday, June 12, 2025 4:31 PM  
**To:** Steve Le <[SLe@SantaClaraCA.gov](mailto:SLe@SantaClaraCA.gov)>  
**Subject:** EIR Comments - 451 El Camino Real - University Station Project

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Steve -

I am writing to provide feedback on behalf of Santa Clara University (SCU) regarding the University Station Project Environmental Impact Report (EIR) open comment period for the development located at 451 El Camino Real (PLN24-00279).

We have several areas of concern and questions regarding the potential impact of this project:

- 1.
- 2.
3. **Pedestrian Safety:**
4. We estimate that approximately 5,500 daily pedestrian crossings are made by

SCU affiliates across

5. El Camino Real. The majority of these occur at the Accolti Way/Campbell Avenue and Palm Drive/Franklin Street intersections. Currently, there are no dedicated left turn lanes for east-west traffic turning onto El Camino Real, which places pedestrians in the
6. direct path of turning vehicles. We are concerned about how the University Station development will affect pedestrian safety at these already busy intersections and would like enhancements made to protect pedestrians at these crossings.
- 7.
- 8.
- 9.
- 10.
- 11.
12. **Traffic Congestion:**
13. The University Station development and residents of the Campbell Avenue area will share the same
14. entry point onto El Camino Real. To mitigate potential increases in traffic congestion, we would like to see improvements made to this interchange to better allow traffic flow which may also enhance pedestrian safety at the intersection.
- 15.
- 16.
- 17.
- 18.
- 19.
20. **Construction Impacts and Parking at 455 El Camino Real:**
21. The building located at 455 El Camino Real is occupied by SCU and serves as a classroom building.
22. We have concerns about the potential impact of construction activities including noise, dust and vibration on our educational activities there, particularly regarding noise levels and the availability of parking.
- 23.
- 24.
- 25.
- 26.
27. **Post-Project**
28. **Parking Impact:** We are also concerned about the long-term negative impact the development could
29. have on our parking lot at 455 El Camino Real. Specifically, we are worried about the potential for residents and guests of the University Station development to utilize our parking once the project is complete. We would

appreciate understanding how the development

30. plans to prevent this from occurring, including details about its parking configuration for residents and their guests and what barricades will be present to delineate the open space park from our parking lot.

31.

32.

Thank you for considering our comments. Please do not hesitate to reach out to me with questions.

Regards,

Sean Collins

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

[REDACTED]

**From:** [Steve Le](#)  
**To:** [Nick Towstopiat](#)  
**Subject:** FW: Notice of Preparation - University Station Project  
**Date:** Tuesday, June 24, 2025 3:56:37 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image005.png](#)

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Hi Nick,

Comments from Valley Water sent last week to our admin staff who was out last week.

Thanks,

**Steve Le** | Senior Planner  
Community Development Department  
1500 Warburton Avenue | Santa Clara, CA 95050  
O:408.615.2450 | D: 408.615.2468  
Email: [Sle@santaclaraca.gov](mailto:Sle@santaclaraca.gov)



**City of  
Santa Clara**  
The Center of What's Possible

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**From:** Elizabeth Elliott <[EElliott@santaclaraca.gov](mailto:EElliott@santaclaraca.gov)>  
**Sent:** Tuesday, June 24, 2025 12:51 PM  
**To:** Andrew Quan <[AQuan@valleywater.org](mailto:AQuan@valleywater.org)>; Steve Le <[SLe@SantaClaraCA.gov](mailto:SLe@SantaClaraCA.gov)>  
**Cc:** Lisa Brancatelli <[LBrancatelli@valleywater.org](mailto:LBrancatelli@valleywater.org)>  
**Subject:** RE: Notice of Preparation - University Station Project

Hi Andrew,

Thank you for your email. I am including Senior Planner Steve Le for his review of the comments.

Best regards,

**ELIZABETH ELLIOTT** | Staff Aide II  
Community Development Department | Planning Division  
1500 Warburton Avenue | Santa Clara, CA 95050  
O : 408.615.2450 Direct : 408.615.2474

---

**From:** Andrew Quan [REDACTED]

**Sent:** Wednesday, June 18, 2025 5:44 PM

**To:** Elizabeth Elliott <[EElliott@santaclaraca.gov](mailto:EElliott@santaclaraca.gov)>

**Cc:** Lisa Brancatelli <[REDACTED]>

**Subject:** RE: Notice of Preparation - University Station Project

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi Elizabeth Elliott –

Valley Water has reviewed the Notice of Preparation of an Environmental Impact Report (EIR) for the University Station Project in Santa Clara, received on May 22, 2025. Per our review, we have the following comments:

1. Valley Water records show that groundwater can be shallow (five to ten feet below grade) in this region. Groundwater may be encountered during the construction of residential buildings. The EIR should include a discussion of potential impacts associated with shallow groundwater dewatering, and underground structures should have waterproof foundations to avoid the need for permanent dewatering after construction is complete.
2. For the proposed project to meet its fair share of water conservation assumptions in the Urban Water Management Plans for Valley Water and Santa Clara, all available water conservation measures should be incorporated into the project, including submeters for residential units to encourage efficient water use. Studies have shown that adding submeters can reduce water use 15 to 30 percent.
3. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) 06085C0231H, effective on May 18, 2009, portions of the project site are located within Zone AH, which is defined as a Special Flood Hazard Area (SFHA) with base flood elevations of 65 to 66 feet. Secondly, portions of the easterly parcel (APN 230-09-021) of the project site is located within Zone A, which is an SFHA without a Base Flood Elevation. Thirdly, the remaining portion of the easterly parcel (APN 230-09-021) is located within Zone D, which is defined as an area of undetermined but possible flood hazard. Lastly, the remaining portion of the project site (APN 230-09-020) is located within Zone X, which is defined as an area with reduced flood risk due to levee.
4. According to Valley Water records, a majority of the project site is located within the James J. Lenihan dam failure inundation zone. The Draft EIR should consider any potential impacts of this comment.
5. According to Valley Water's records, there are no wells within the property boundary. While Valley Water has records for most wells located in the County, it is always possible that a well exists that is not in Valley Water's records. If previously unknown wells are found on the subject property during development, they must be properly destroyed under permit from Valley Water or registered with Valley Water and protected

from damage. For more information, please call Valley Water's Well Ordinance Program Hotline at (408) 630-2660.

When the Notice of Availability of the EIR for the University Station Project becomes available, Valley Water would appreciate reviewing that document as well. For any questions, you can reach me at [REDACTED]. For all future correspondence, please reference File No. 35445.

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**From:** Elizabeth Elliott <[EElliott@santaclaraca.gov](mailto:EElliot@santaclaraca.gov)>  
**Sent:** Thursday, May 22, 2025 5:20 PM  
**To:** Elizabeth Elliott <[EElliott@santaclaraca.gov](mailto:EElliot@santaclaraca.gov)>  
**Cc:** Steve Le <[SLe@SantaClaraCA.gov](mailto:SLe@SantaClaraCA.gov)>  
**Subject:** Notice of Preparation - University Station Project

**\*\*\* This email originated from outside of Valley Water. Do not click links or open attachments unless you recognize the sender and know the content is safe. \*\*\***

Good Afternoon,

As authorized by the City of Santa Clara as a Lead Agency, the City hereby provides a **30-day public review period** for a Notice of Preparation of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the Project title: University Station Project located at 451 El Camino Real, Santa Clara. The open comment period is May 23, 2025 – June 23, 2025.

A Scoping Meeting for the University Station Project will take place on **Wednesday, June 4, 2025 from 5:30 PM to 7:00 PM.**

The Notice of Preparation and meeting details are located [on the City's website.](#)

Thank you.

**Elizabeth Elliott** | Staff Aide II  
Community Development Department | Planning Division  
1500 Warburton Avenue | Santa Clara, CA 95050  
O: 408.615.2450 | D: 408.615.2474

<https://link.edgepilot.com/s/f314009b/6C1sFgs0K02ZGDZl6oeVpO?u=http://www.santaclaraca.gov/>





June 23, 2025

City of Santa Clara Planning Division  
1500 Warburton Avenue  
Santa Clara, CA 95050

Attn: Steve Le, Senior Planner  
By Email: SLe@santaclaraca.gov

Dear Steve,

VTA appreciates the opportunity to comment on the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the University Station Project at 451 El Camino Real in the City of Santa Clara. In addition to the NOP, VTA has reviewed the following documents:

1. Draft Transportation Analysis (TA) dated April 22, 2025, prepared and provided to VTA by Hexagon Transportation Consultants, Inc.
2. Development Plans: Architectural Review #4 dated April 11, 2025, retrieved from the [project website](#).

VTA has the following comments based on review of the materials referenced above.

## LAND USE AND DENSITY

VTA supports the intensification of land use on this critical site within one-quarter mile of the Santa Clara Transit Center, which is served by Caltrain, ACE, Capitol Corridor, and VTA bus service, and which will include the terminus of the BART Silicon Valley Phase 2 extension. VTA is concerned about the proposed inclusion of townhomes on the majority of the site, which fall well below the minimum density called for in the [Metropolitan Transportation Commission \(MTC\) Transit-Oriented Communities \(TOC\) Policy](#), as well as the [Santa Clara BART Station Area Playbook](#), which was developed by VTA in close consultation with the City of Santa Clara and City of San José. Including townhomes will preclude the possibility of increasing residential or employment density on that portion of the site over the long term, which will lead to a lost opportunity to produce transit ridership and housing that generates low Vehicle Miles Traveled (VMT) on this critical site.

In the MTC TOC Policy, Santa Clara Transit Center is a Tier 2 Station Area, which calls for an average minimum zoning density of 75 dwelling units per net acre across the Station Area. In the Santa Clara BART Station Area Playbook, this development site falls in Zone 2 & 3, which calls for residential density of 5 to 8 stories (between 60 feet and 85 feet in height). VTA strongly recommends that the City work with the applicant to increase the average density of the proposed development to meet these policies, by reducing or eliminating townhomes from the project, and/or by increasing the density of the multifamily residential building facing El Camino Real. The Draft EIR (DEIR) should discuss the consistency of the proposed development with existing plans and policies including the MTC TOC Policy, the Santa Clara BART Station Area Playbook, and other relevant documents.

## TRANSPORTATION ENGINEERING AND SAFETY

Per Appendix G (Environmental Checklist Form) of the CEQA Guidelines, the Lead Agency should analyze whether the project would "substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)". While the Draft TA dated April 22, 2025 shows a net decrease in AM/PM peak hour project trips, it shows that the project will result in an increase of approximately 300 daily trips, and increases in outbound trips in the AM peak hour and inbound trips in the PM Peak hour. Furthermore, the volumes at different driveway access points may increase or decrease depending on how trips are assigned. These changes in travel patterns could have implications for vehicle, pedestrian, and bicycle safety.

Based on the above considerations, VTA recommends that the DEIR and TA report should include the following localized analyses:

### Trip Distribution & Assignment

- Please provide a trip distribution and assignment diagram to assess potential safety impacts at driveways and adjacent intersections.

### Intersection Impacts – Campbell Avenue-Accolti Way and Palm Drive-Franklin Street

- Please confirm that projected volumes (with and without trip credits) do not cause queueing or operational issues at El Camino Real/Campbell Avenue Accolti Way and El Camino Real/Palm Drive Franklin Street intersections.
- The TA does not evaluate whether left turn phasing is warranted for side street approaches at Palm Drive or Campbell Avenue. Please confirm whether signal modifications are needed based on added turn volumes.

### Lane B Access

- Please clarify whether a left turn signal is warranted or proposed for El Camino Real into Lane B. If such access is permitted, signalization may be needed to avoid uncontrolled left turn conflicts.

### Lane C Access – Weaving to Palm Drive

- Vehicles exiting from Lane C may attempt to weave across three lanes of El Camino Real to reach the left turn pocket at Palm Drive within a short segment, creating a safety concern. Please provide a mitigation plan (e.g., bollards, striping, or signage) to discourage this maneuver and reduce the risk of unsafe lane changes.

## TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM VERIFICATION

The draft TA states that a 10% TDM reduction was applied to the trips generated by the multi-family residential units, based on the trip reduction requirements set forth in the City of Santa Clara's Climate Action Plan. VTA recommends that the DEIR and TA report should specify the TDM measures to be implemented, and include a framework for monitoring these measures after occupancy to ensure trip reduction goals are met.

## BICYCLE AND PEDESTRIAN CONSIDERATIONS

Per Appendix G of the CEQA Guidelines, the Lead Agency should analyze whether the project would "Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit,

roadway, bicycle and pedestrian facilities". Section 15064.3, Determining the Significance of Transportation Impacts, also states that "Generally, vehicle miles traveled is the most appropriate measure of transportation impacts... Other relevant considerations may include the effects of the project on transit and non-motorized travel." Based on these provisions, VTA recommends that the DEIR and TA Report should analyze the following:

#### **Central Bikeway Study**

VTA, in partnership with City of Santa Clara, City of San José, County of Santa Clara, and Caltrans, conducted the [Central Bikeway Feasibility Study and Alternative Analysis](#) in 2022. A [concept plan](#) developed as a part of the feasibility study envisions a 7 foot, one way Class IV separated bikeway with a 4 foot wide buffer with vertical separation on El Camino Real fronting the project site. VTA recommends that the DEIR and TA should discuss the consistency of the proposed development with the Central Bikeway study and concept plan.

The concept plan indicates that implementing the separated bikeway on this segment of El Camino Real will require narrowing the existing sidewalk from roughly 8 to 5.5 feet – a roughly 2.5 foot sidewalk reduction on the segment.

VTA requests that the City require an additional 2.5-foot wide public easement along the project frontage. This would help retain the existing sidewalk width fronting the project site to provide more effective walkways for the pedestrian.

VTA requests that the development site plans label the full right of way width needed (i.e., in each direction to include three 11 foot travel lanes, a 7-foot bikeway with a 4 foot buffer, and a 6 to 8-foot sidewalk).

The DEIR should discuss the potential for bicycle and pedestrian improvements to promote active transportation, reduce Greenhouse gas emissions, and reduce any potential impact of reconstruction of the project site frontage to ensure that it aligns with the Central Bikeway design.

#### **No Right Turn on Red**

VTA recommends that the DEIR and TA discuss the possibility of prohibiting right turn on red movements at the intersections of El Camino Real/Campbell Avenue Accolti Way and El Camino Real/Palm Drive-Franklin Street to enhance pedestrian and bicycle safety, as recommended in the Central Bikeway Study.

#### **Midblock Pedestrian Crossings**

City and VTA staff have recently discussed solutions to the frequent jaywalking across El Camino Real between the intersections of El Camino Real/Campbell Avenue-Accolti Way and El Camino Real/Palm Drive Franklin Street. The proposed development will add new housing which is likely to be used by students, faculty or staff of Santa Clara University, which will generate additional pedestrian demand to cross the street in this segment. Therefore, VTA recommends that the DEIR and TA should discuss the potential for new midblock crosswalk markings and crossing enhancements, such as a Pedestrian Hybrid Beacon.

## PROJECT EFFECTS ON TRANSIT

As noted above, Appendix G of the CEQA Guidelines states that the Lead Agency should analyze whether the project would "Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities". Given the above, VTA recommends that the DEIR and TA report should analyze the following:

### Transit Signal Priority Considerations

VTA's Rapid 522 bus route operates along the El Camino Real–The Alameda corridor, and the traffic signals on this corridor are equipped to provide transit signal priority (TSP) service. If the development impacts any of these signals on the corridor and signal modifications are required, the TSP equipment should be replaced, and it should be maintained operational during the construction of these modifications.

### Bus Stop Improvements

Along El Camino Real near the project frontage, VTA has an existing bus stop serving Frequent Route 22. Frequent Route 22 connects Palo Alto, Sunnyvale, Mountain View, Santa Clara and San José. VTA recommends installing a silver metal bench at the bus stop on westbound El Camino Real north of Accolti Way–Campbell Avenue. Bench specs can be found in Attachment A.

VTA requests that the construction plans include instructions to "coordinate with VTA on any impacts to bus operations on El Camino Real within a minimum of 3 business days. Contact [bus.stop@vta.org](mailto:bus.stop@vta.org)."

Thank you again for the opportunity to review this project. If you have any questions, please do not hesitate to contact me at [REDACTED]

Sincerely,



Ian Lin  
Transportation Planner III  
SC2502

Attachment A: Bus stop bench specifications

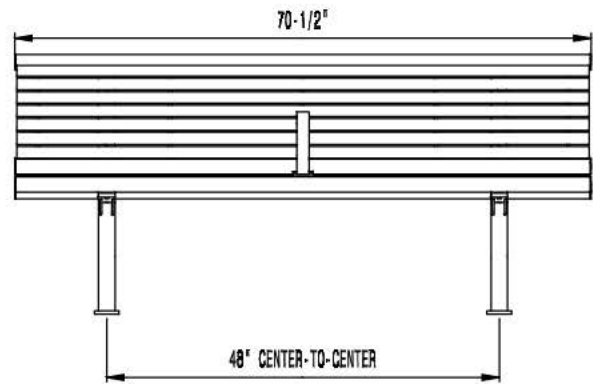
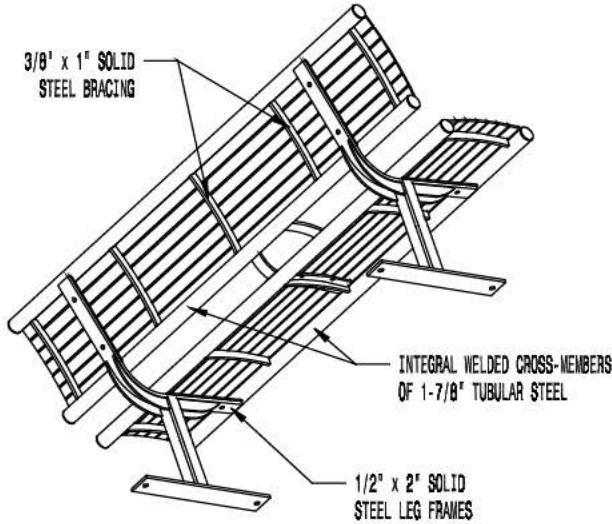
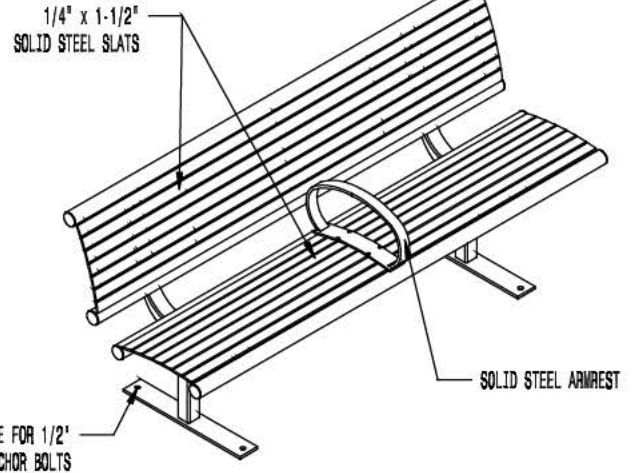
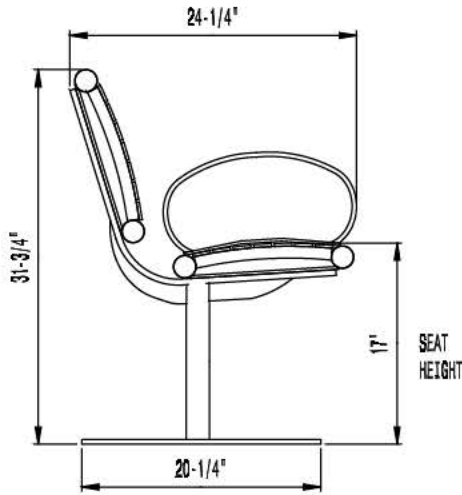
CCs by email: Lesley Xavier, Rebecca Bustos, Nick Towstopiat, and Gary Black



P.O. DRAWER 330 - DUNKIRK, MD 20754 USA  
 TOLL FREE: (800) 368-2573 (USA & CANADA)  
 TEL (301) 855-8300 - FAX (410) 257-7579  
 WEB SITE: HTTP://WWW.VICTORSTANLEY.COM

\* ALL DIMENSIONS ARE IN INCHES \*

THIS PRODUCT IS COVERED BY THE  
 FOLLOWING US PATENT: D585,209 S  
 CANADIAN ©130716



**AVAILABLE OPTIONS:**

**POWDER COATING**

10 STANDARD COLORS, 2 OPTIONAL METALLIC COLORS,  
 CUSTOM COLORS (INCLUDING THE RAL RANGE)

**INTERMEDIATE & CENTER ARMRESTS**

4', 6', & 8' AVAILABLE WITH OPTIONAL ARMRESTS

**LENGTHS**

STANDARD 4'  
 STANDARD 6' LENGTH SHOWN  
 STANDARD 8'

**MOUNTING**

STANDARD SURFACE (AS SHOWN) AND IN-GROUND

**NOTES:**

1. DRAWINGS NOT TO SCALE. DO NOT SCALE DRAWINGS.
2. ALL FABRICATED METAL COMPONENTS ARE STEEL SHOTBLASTED, ETCHED, PHOSPHATIZED, PREHEATED, AND ELECTROSTATICALLY POWDER-COATED WITH T.G.I.C. POLYESTER POWDER COATINGS. PRODUCTS ARE FULLY CLEANED AND PRETREATED, PREHEATED AND COATED WHILE HOT TO FILL CREVICES AND BUILD COATING FILM. COATED PARTS ARE THEN FULLY CURED TO COATING MANUFACTURER'S SPECIFICATIONS. THE THICKNESS OF THE RESULTING FINISH AVERAGES 8-10 MILS (200-250 MICRONS).
3. IT IS NOT RECOMMENDED TO LOCATE ANCHOR BOLTS UNTIL BENCH IS IN PLACE. THIS VICTOR STANLEY, INC. PRODUCT MUST BE PERMANENTLY AFFIXED TO THE GROUND. CONSULT YOUR LOCAL CODES FOR REGULATIONS.
4. ANCHOR BOLTS NOT PROVIDED BY VICTOR STANLEY, INC.
5. FOR HIGH SALT ABUSIVE CLIMATES, HOT DIP GALVANIZING BEFORE POWDER COATING IS AVAILABLE. SEE WRITTEN SPECIFICATIONS FOR DETAILS.
6. ALL SPECIFICATIONS ARE SUBJECT TO CHANGE. CONTACT MANUFACTURER FOR DETAILS.
7. THIS PRODUCT IS SHIPPED PARTIALLY UNASSEMBLED.



**FBF-50**

STREET/SITES SERIES™

ALL STEEL BENCH  
 SHOWN: STANDARD 6-FOOT LENGTH  
 STANDARD SURFACE MOUNT  
 OPTIONAL CENTER (1) ARMREST



**VICTOR**  **STANLEY**<sup>®</sup>  
*Create a timeless moment.®*

FBF-50 6 ft Bench in Silver  
Surface Mount with Center Arm Rest  
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