

Appendix O

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Planning Division

**NOTICE OF PREPARATION
OF A
ENVIRONMENTAL IMPACT REPORT
FOR
THE 49ers STADIUM PROJECT**

File#: 15372 2/23/2009

PROJECT APPLICANT: San Francisco 49ers National Football League Team

FILE NO: PLN2008-06947 / CEQ2008-01060

The San Francisco 49ers NFL Football Team proposes to construct a football stadium for 68,500 seats on an existing parking lot in the City of Santa Clara. Approval of the proposed stadium and related facilities, including off-site event parking, will require actions by the City of Santa Clara, including the preparation and certification of an Environmental Impact Report (EIR) to support zoning amendments and other entitlements.

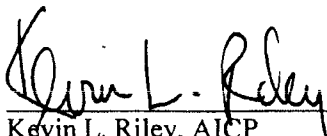
As the Lead Agency, the City of Santa Clara will prepare an EIR for the above-referenced Project. This represents a revised Notice of Preparation (NOP) that discloses that a second NFL team could also play in this stadium during the NFL season, although no other team has been identified. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The revised project description, location, and potential environmental effects are contained in the attached materials. A copy of the Initial Study is not attached.

According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible. Insofar as the only change to the project is the possibility of a second team using the stadium, the City has not planned an additional Scoping Meeting. A Scoping Meeting was conducted by the City on September 2, 2008 when the original NOP was distributed.

To respond in writing, agencies should identify a contact person. Please send your response to:

City of Santa Clara
Attn: Jeff Schwilk
1500 Warburton Avenue
Santa Clara, CA 95050
(408) 615-2450



Kevin L. Riley, AICP
Director of Planning and Inspection

Date: February 23, 2009

1500 Warburton Avenue
Santa Clara, CA 95050
(408) 615-2450
FAX (408) 247-9857
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**NOTICE OF PREPARATION
OF A
ENVIRONMENTAL IMPACT REPORT
FOR
THE 49ers STADIUM PROJECT**

February 2009

Introduction

The San Francisco 49ers NFL Football Team proposes to construct a football stadium for 68,500 seats on an existing parking lot in the City of Santa Clara. Approval of the proposed stadium and related facilities, including off-site event parking, will require actions by the City of Santa Clara, including the preparation and certification of an Environmental Impact Report (EIR) to support zoning amendments and other entitlements.

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

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

- An executive summary including a summarized project description and a list of identified significant impacts and proposed mitigation;
- A detailed project description;
- A description of the existing environmental setting, environmental impacts, and mitigation measures for the project;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) the growth inducing impacts of the proposed project; and (c) cumulative impacts including global climate change.

Project Location

The proposed project is comprised of multiple sites which are not directly adjacent to one another. The general location of the project is the area bound by Highway 101, State Route 237, Lawrence Expressway, and the Guadalupe River in the City of Santa Clara. Figures 2 and 3 have been provided to show the general location of the project area. A more detailed description of the project location is provided below.

As shown on Figures 1 and 4, the project site is comprised of four separate properties including the proposed stadium site (site C), the proposed parking garage site (site A), the existing substation (site B), and the proposed substation receiver site (Site D). In addition, numerous public and privately owned properties have been identified for the possible utilization of existing off-site surface parking (see Figure 5).

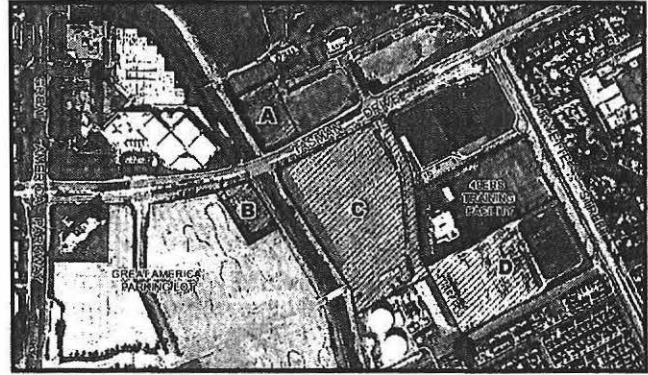


Figure 1 – Project Locations

The stadium site encompasses approximately 22.0 acres located generally at the southwest corner of the intersection of Tasman Drive and Centennial Boulevard in the City of Santa Clara.

The joint-use parking garage that would provide a portion of the necessary parking for the facility is proposed on 2.0 acres on the north side of Tasman Boulevard, immediately east of San Tomas Aquino Creek.

The existing substation is on 2.1 acres located at the southwest corner of San Tomas Aquino Creek and Tasman Drive; the proposed substation receiver site is a 14.2-acre property located immediately southeast of the stadium site that contains the Silicon Valley Power's Northern Receiving Station.

The project is proposing to use existing off-site parking to be located throughout the industrial and commercial area within walking distance of the proposed stadium site. Figure 5 shows the locations of the candidate parking areas.

Project Description

The proposed project includes four specific components:

- Stadium
- Substation Relocation
- Off-Site Surface Parking
- Parking Garage (Shared Use)

Each of these project components are described below.

Stadium Component

The proposed stadium site is bounded on the north by Tasman Drive, on the east by the Santa Clara Youth Soccer Park (soccer park) and the existing Marie P. DeBartolo Sports Centre¹, on the south by Silicon Valley Power's Northern Receiving Station (receiving station) and the City of Santa Clara's North Side Water Storage Tanks (water storage tanks), and on the west by San Tomas Aquino Creek. Most of the stadium site is currently designated as an overflow parking lot for the nearby California's Great America theme park (Great America).

¹ The Marie P. DeBartolo Sports Centre is the current training facility and corporate headquarters for the San Francisco 49ers football team and will be referred to in this document as the training facility.

Figure 2 – Regional Map

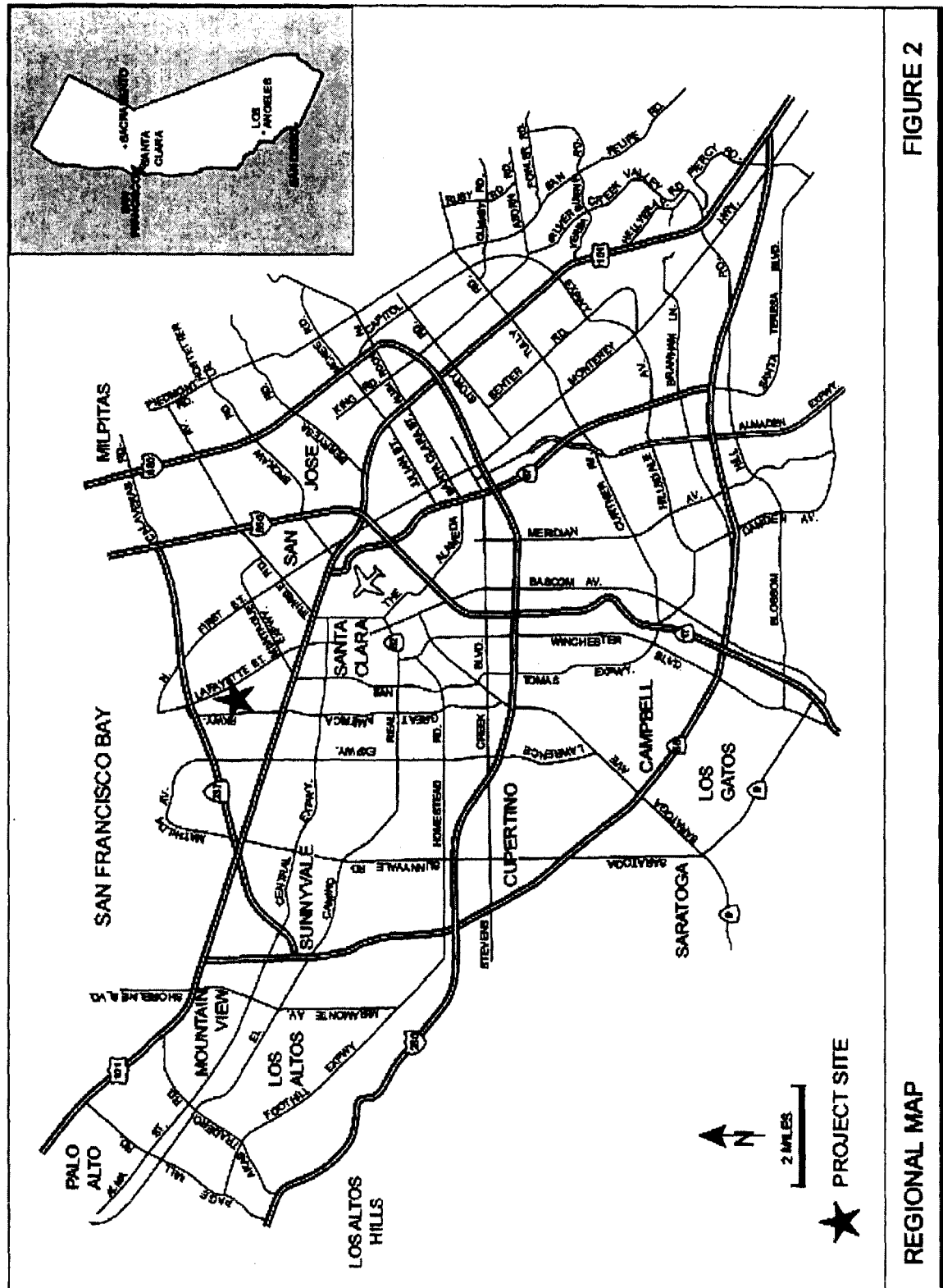


Figure 3 – Vicinity Map

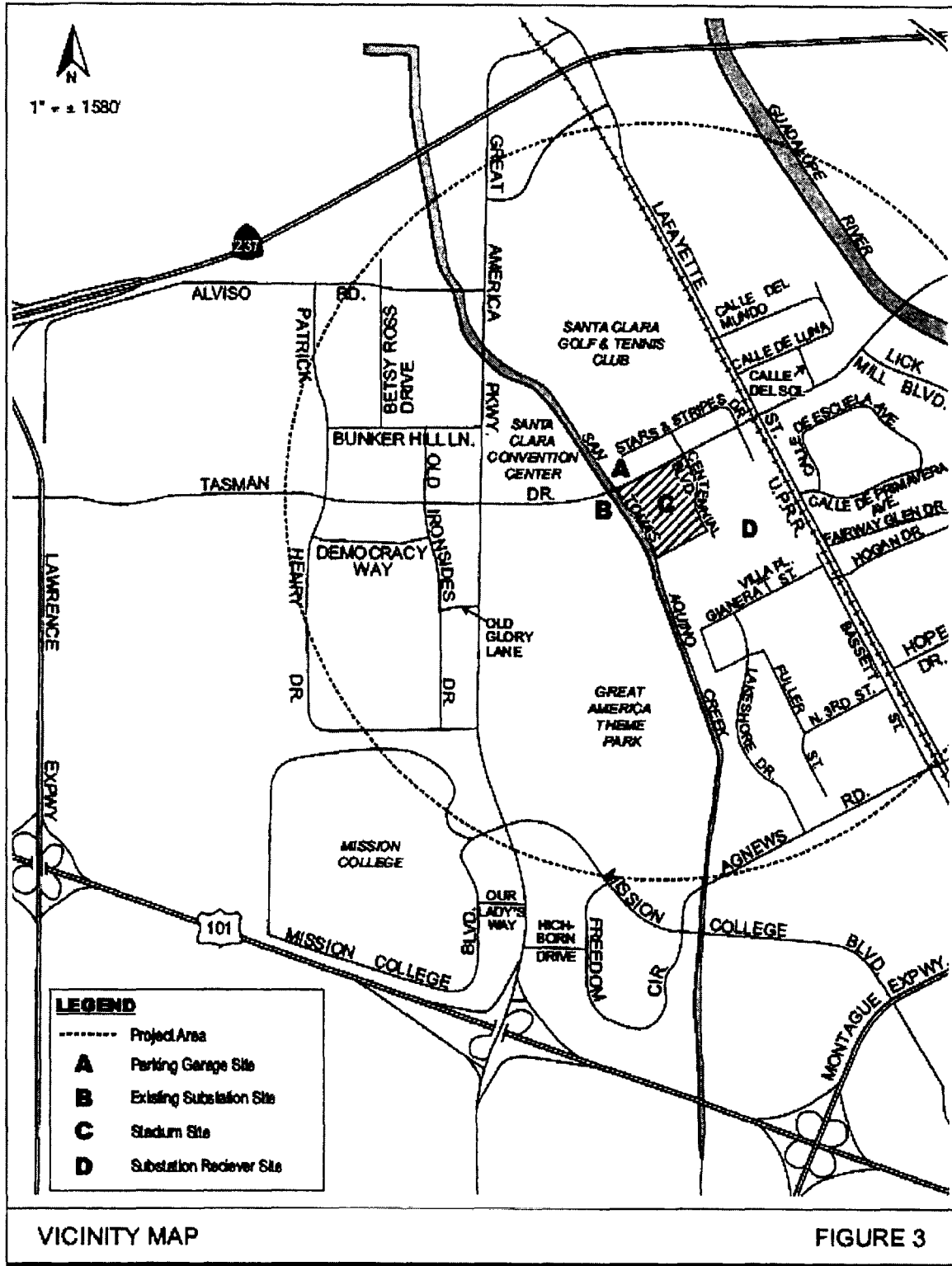


Figure 4 – Project Area

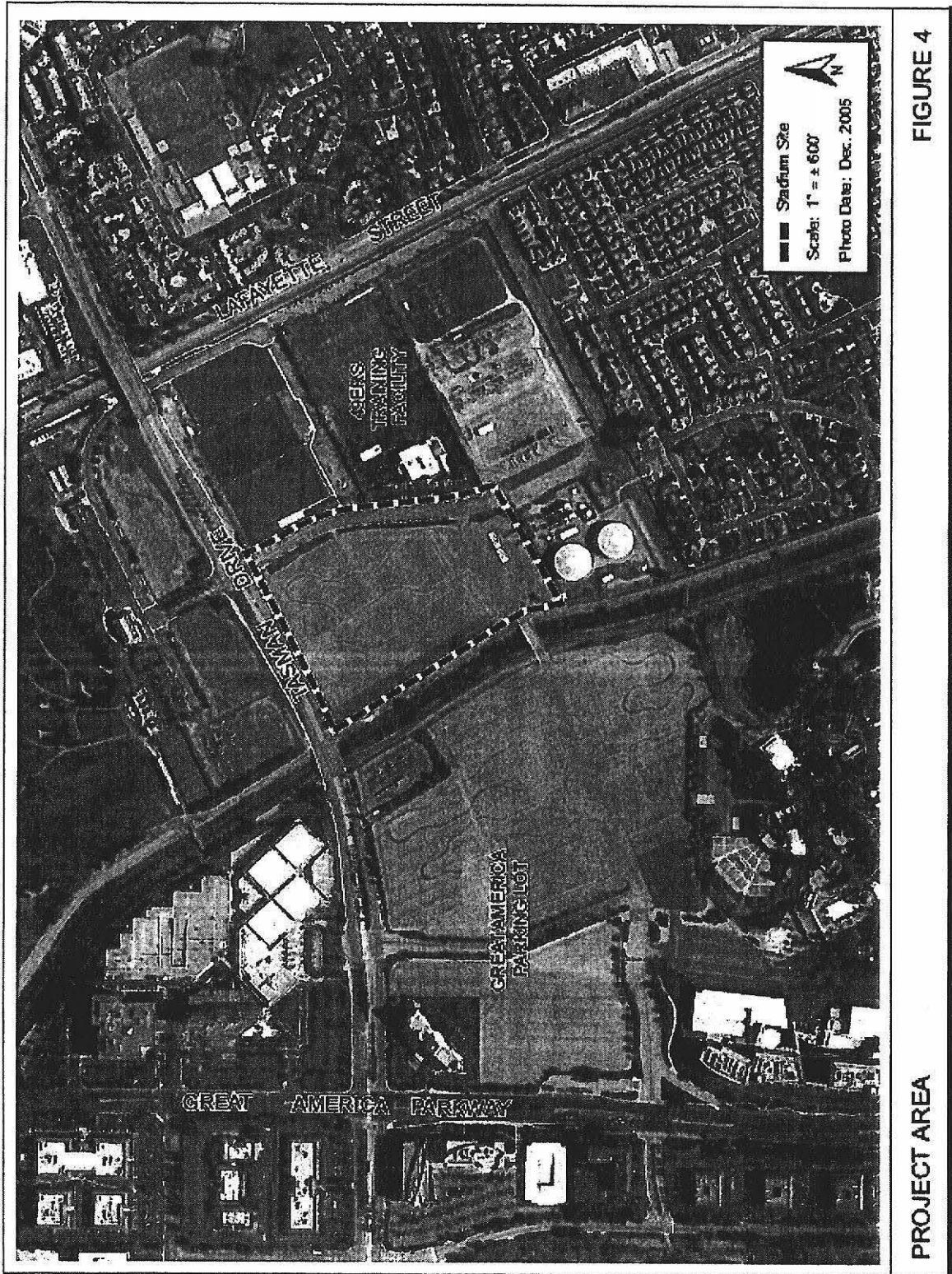
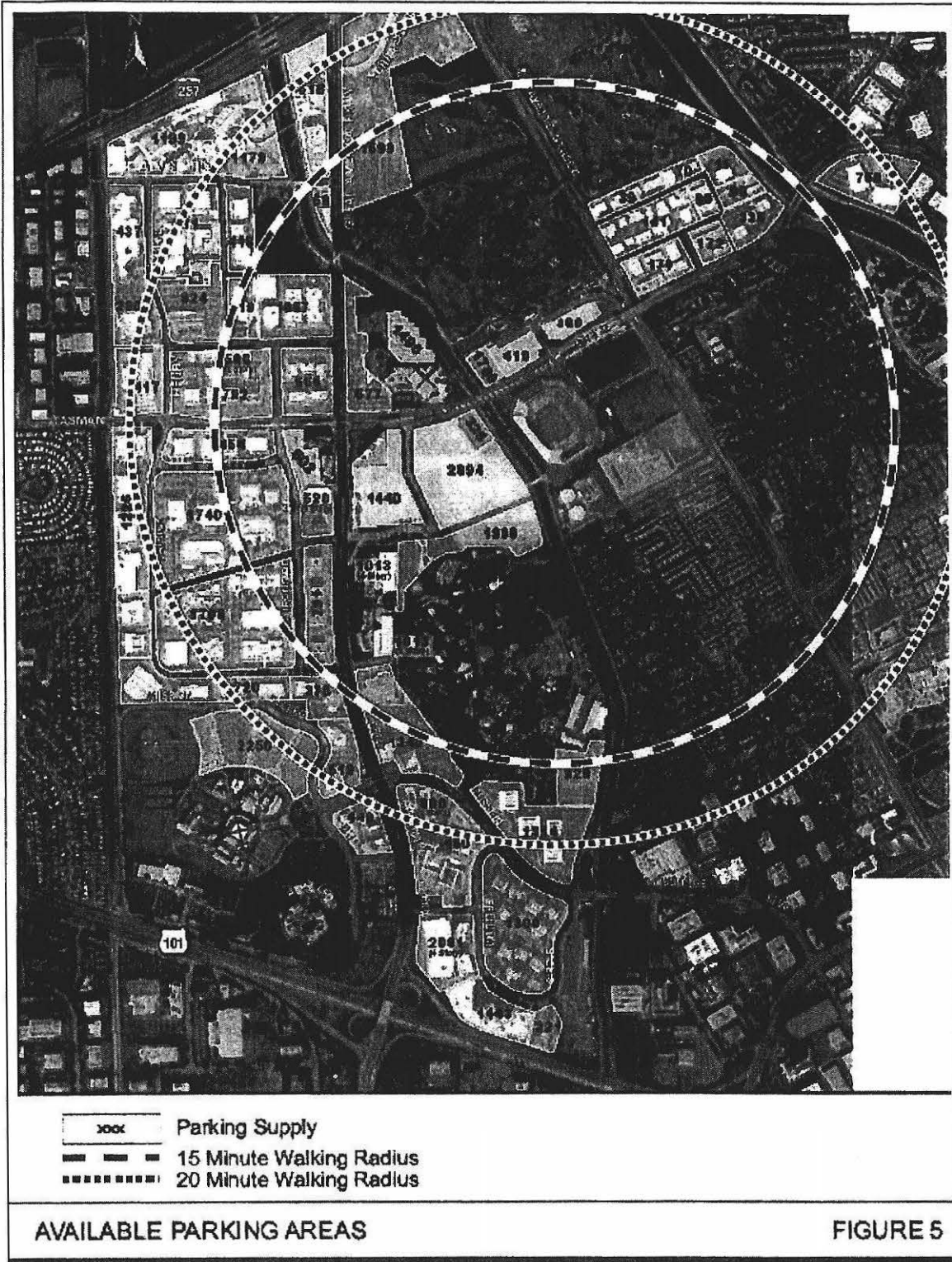


Figure 5 – Parking Locations



The stadium would be developed and owned by a public agency to be formed by the City of Santa Clara and the City's Redevelopment Agency. The stadium would be leased to the San Francisco 49ers (49ers team), a National Football League (NFL) franchise, for playing home games during the NFL pre-season, regular season, and post-season and other NFL related events. In addition to football events, use of the stadium may range from incidental use of meeting room facilities within the main building, including support of Convention Center activities, to significant activities such as concerts and other sporting events that could use a significant amount of the available seating. Approximately 20 non-NFL related significant events per year are contemplated.

The NFL is encouraging any franchise proposing a new stadium in a large market (i.e., capable of supporting more than one team in a relatively close geographic area), such as the Bay Area, to evaluate the potential shared use of the stadium by a second NFL team. There are currently no specific plans for use of the stadium by a second NFL team. Nevertheless, the analysis in this EIR will evaluate impacts from two NFL teams using the stadium to comply with the proposed NFL recommendation. Given that teams typically play half of all pre-season and regular season games at home, the use of the stadium by two NFL teams could result in one NFL event at the stadium every week from the beginning of pre-season in August through the end of December for a minimum of 20 NFL events per year.²

In addition to the pre-season and regular season games, there is also the possibility that either team could host up to two post-season play-off games. A maximum of four post-season games would only occur at the proposed stadium if 1) both teams were in separate divisions (AFC or NFC), 2) 3) each team hosted and won either a first round wild-card play-off game or a second round divisional play-off game, and 3) each team then hosted a conference championship game. The likelihood of four post-season games occurring is so remote that the EIR analysis only assumes up to two play-offs games per year total.³

There is also the likelihood that a new stadium would be asked to host a Superbowl game. The Superbowl is considered an extraordinary event and would likely only occur approximately once every five to 10 years.

The proposed stadium would have a permanent seating capacity of up to 68,500 seats and will be designed to expand to approximately 75,000 seats for special events. An NFL Super Bowl game would be an example of a special event requiring additional seating. The stadium structure would have a maximum height of 175 feet above the ground surface with light standards on top of the structure reaching a maximum height of 200 feet above the ground surface. The stadium would be five levels on the east, north, and south sides and nine levels (referred to as the Suite Tower) on the west side. The event level of the stadium (i.e., ground level) would include the playing field, locker rooms, main commissary, facilities for groundskeeping staff, operations (including management, security, and janitorial), truck docks, and facilities for various other support functions. The event level will be constructed at approximately the existing site elevation (an average of 12 feet above sea level⁴). The press as well as TV and/or radio broadcast personnel will have facilities at the Press Level located on the top floor of the west side. The box office, 49ers Team store, Stadium Authority office, and for-lease commercial space will be located on ground

² The NFL has a 17-week regular season schedule. Every NFL team, however, has a "bye" week each season during which they do not play. As a result, each team plays sixteen regular season games during a 17 week period. Depending on the schedule for each of the two teams, it is possible that there would be one week out of the regular season where no games are played.

³ The two post-season game scenario assumes that either both teams would host a first round play-off game or one team hosts and wins a first round play-off game and then hosts the conference championships.

⁴ USGS, Milpitas Quadrangle California 7.5 Minute Topographic Map, NW/4 San José 15" Quadrangle.

level along the Tasman Drive frontage.

In order to accommodate the stadium as proposed, Centennial Boulevard south of Tasman Drive will need to be abandoned and the roadway removed. A two-lane access driveway will be added along the eastern boundary of the stadium site to provide access to the soccer park. With the new two-lane driveway, access to the soccer park will not change. Vehicular access to the training facility and the receiving station will be from Stars and Stripes Boulevard which is accessed via Centennial Boulevard north of Tasman Drive. During significant events, including NFL games, Tasman Drive may be temporarily closed to vehicle access (with the exception of emergency vehicles) between Great America Parkway and Centennial Boulevard to accommodate crowds entering and leaving the stadium. In addition to the temporary closing of Tasman Drive, the widening of the existing overflow parking lot bridge and the construction of a pedestrian-only bridge south of the Tasman Drive bridge over San Tomas Aquino Creek are also contemplated to enhance pedestrian movement.

Substation Relocation Component

The existing electrical substation equipment located on the Tasman Substation site, immediately west of San Tomas Aquino Creek, may be relocated to the west end of Silicon Valley Power's Northern Receiving Station. Specifically, the electrical equipment would be placed west of the 60k bus structure and just south of the Control House building. Relocation of the substation would include abandonment, removal, and relocation of portions of the transmission lines serving the substation and surrounding properties. An existing electric service that serves the Light Rail would remain along Tasman. The abandoned substation site could be developed with additional surface parking.

Parking Component

The proposed 68,500 seat stadium would require 17,125 parking stalls under the City's zoning requirements. It is estimated, however, based on historic usage of the existing 49ers team stadium that approximately 19,000 attendee parking stalls and 1,740 employee parking stalls will be required for NFL Football events and other large non-NFL events. The anticipated parking demand could not be accommodated on the stadium site and would require approval of a parking arrangement or master plan that utilizes off-site parking facilities for events.

The required parking will be provided through existing and planned parking facilities in the immediate project area. New parking facilities will include the proposed shared parking structure north of Tasman Drive (discussed below), proposed surface parking immediately east and south of the stadium, and the additional surface parking proposed to replace the existing Tasman substation site. Existing parking lots in the area that could be utilized for large event parking include the main Great America parking lot, the undeveloped lots adjacent to the parking structure site (south of and adjacent to the Santa Clara Golf and Tennis Club), and the surface parking lots and structured parking of nearby businesses (most of which are located west of San Tomas Aquino Creek on both sides of Great America Parkway). These parking facilities, many of which are underutilized during weeknights and weekends, could be made available by contractual arrangements for large events at the stadium. Circumstances related to development or redevelopment of any or all of these parking sites could result in changes to the master parking plan over time. It is contemplated that rights to use off-site parking facilities will require land use entitlements within a prescribed parking overlay.

Parking Garage Component

The new six-story parking garage would be located on approximately two-acres of a four-acre site directly across Tasman Drive from the proposed stadium. As stated above, the parking structure would have up to 1,780 parking stalls which would be utilized by the stadium, the convention center, and the Great America theme park⁵. Vehicular access to the parking structure will be provided directly from Tasman Drive and from Stars & Stripes Boulevard via Centennial Boulevard. A clear span pedestrian bridge could be included to connect the garage to the Convention Center across San Tomas Aquino Creek to the west.

Potential Environmental Impacts of the Project

The EIR will identify the significant environmental effects anticipated to result from development of the project as proposed. The EIR will evaluate impacts from the proposed project in the following specific environmental categories:

1. *Land Use*

The project sites are located in a developed urbanized area surrounded by commercial, industrial, and residential land uses. The EIR will describe the existing land uses adjacent to and within the project area. Land use impacts which would occur as a result of the proposed project will be

analyzed, including the compatibility of the proposed and existing land uses in the project area. Due to the need for off-site parking and possible conflicts with other businesses in the project area, the EIR will also address the adequacy of the proposed parking plan. Mitigation measures will be identified for significant impacts, as warranted.

2. *Visual Resources*

The project vicinity includes a theme park, a golf course, a convention center, multi-story commercial and industrial buildings, and a residential neighborhood. The EIR will describe the existing visual setting of the project area and the visual changes that are anticipated to occur as a result of the proposed project. The EIR will also discuss possible light and glare issues and possible shade and shadow impacts from development of the proposed stadium. Mitigation measures will be identified for significant impacts, as warranted.

3. *Geology*

The project is located in Seismic Zone 4, which is the most seismically active region in the United States. The EIR will discuss the possible geological impacts associated with seismic activity and the existing soil conditions on the project sites. Mitigation measures will be identified for significant impacts, as warranted.

4. *Hydrology*

While the project sites are near or adjacent to San Tomas Aquino Creek which is designated as a

⁵ The proposed stadium site is currently designated as an overflow parking lot for the Great America theme park with 1,823 parking spaces. The proposed parking structure and surface parking lots north of Tasman Drive would provide approximately 2,570 parking spaces (1,780 in the garage and 790 in the surface lots) which would offset the loss of parking on the stadium site.

100-year flood zone, the project sites are located in Flood Zone X. Flood Zone X is an area subject to a 500-year flood; an area subject to a 100-year flood with depths of less than one foot or with drainage areas of less than one square mile; or an area protected by levees from a 100-year flood. The EIR will address the possible flooding issues of the sites as well as the effectiveness of the storm drainage systems and the project's effect on storm water quality. Mitigation measures will be identified for significant impacts, as warranted.

5. *Biological Resources*

The project sites currently contain some landscape trees and shrubs. The EIR will provide a discussion of the loss of trees on-site. The EIR will also address the proposed expansion of the two bridges over San Tomas Aquino Creek and the possible impact to habitat and special status species within the creek channel. Lastly, the EIR will address the possibility of the loss of burrowing owls and/or burrowing owl habitat. Mitigation measures will be identified for significant impacts, as warranted.

6. *Hazards and Hazardous Materials*

The stadium site is surrounded by industrial and commercial businesses and City utility facilities. The site is within the San José International Airport flight path and noise contour area. The EIR will summarize known hazardous materials conditions on and adjacent to the project sites, and will address the potential for the proposed development to be significantly impacted by hazardous materials and other hazards. Mitigation measures will be identified for significant impacts, as warranted.

7. *Cultural Resources*

Most of the City of Santa Clara is considered a sensitive area for prehistoric and historic resources because of the nearby local waterways, the known occupation of the area by the Costanoan (Ohlone) tribe, and the presence of the Santa Clara mission. The EIR will address the known presence of historic and archaeological sites in the project area and the likelihood for unknown resources to be found during construction of the project. Mitigation measures will be identified for significant impacts, as warranted.

8. *Transportation and Circulation*

The EIR will examine the existing traffic conditions in the vicinity of the project area including traffic conditions in nearby jurisdictions (i.e., San José, Milpitas, and Sunnyvale). A transportation impact analysis will be prepared for the proposed project in order to identify the transportation impacts of the proposed project on the existing local and regional transportation system and the planned long-range transportation network. In addition, the EIR will qualitatively analyze the adequacy of both vehicular and pedestrian access and circulation plans. Parking impacts on surrounding areas will be analyzed relative to significant stadium events. Mitigation measures will be identified for significant impacts, as warranted.

9. *Air Quality*

The EIR will address the regional air quality conditions in the Bay Area and will identify the proposed project's impacts to local and regional air quality. Temporary construction related impacts such as construction vehicle exhaust and air-borne particulates (i.e., dust) will also be

discussed. Mitigation measures will be identified for significant impacts, as warranted.

10. Noise

The existing noise environment on-site is created primarily by local traffic on Tasman Drive and Lawrence Expressway as well as aircraft fly-overs and operation of the Great America theme park. The EIR will discuss impacts to the proposed project from existing noise levels on the project site. The EIR will also discuss the increase in ambient noise levels in the project area that would result from implementation of the proposed project. Increases in the ambient noise levels could result from increased traffic, stadium event noise, and temporary construction noise. Noise levels will be evaluated for consistency with applicable standards and guidelines in the City of Santa Clara. Mitigation measures will be identified for significant impacts, as warranted.

11. Utilities

Implementation of the proposed project will result in an increased demand on utilities and public facilities compared to existing conditions. The EIR will examine the impacts of the project on public services, including utilities such as sanitary and storm drains, water supply, and solid waste management. In accordance with SB 610, a formal Water Supply Assessment will be prepared for the proposed project. Mitigation measures will be identified for significant impacts, as warranted.

12. Public Services

Implementation of the proposed project will result in an increased demand on some public services, such as police and fire protection. The EIR will address the availability of public facilities and service systems to support large events at the proposed stadium (including security and traffic management) and the possible need for private security service. The EIR will also address the potential for the project to require the construction of new police and/or fire facilities. Mitigation measures will be identified for significant impacts, as warranted.

13. Alternatives

The EIR will examine alternatives to the proposed project including a “No Project” alternative and one or more alternative development scenarios depending on the potential impacts identified. Alternatives discussed will be chosen based on their ability to reduce or avoid identified significant impacts of the proposed project while achieving most of the identified objectives of the project.

14. Significant Unavoidable Impacts

The EIR will identify those significant impacts that cannot be avoided, if the project is implemented as proposed.

15. Cumulative Impacts

The EIR will include a Cumulative Impacts section which will address the potentially significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the area. A discussion of the projects contribution to global climate change will also be included in this section.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010

RECEIVED

September 16, 2008

SEP 17 2008

Mr. Jeff Schwilk, Associate Planner
City of Santa Clara
Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050

City of Santa Clara
Planning Division

Subject: Scoping Comments on Notice of Preparation for an Environmental Impact Report, San Francisco 49ers Stadium Project, City of Santa Clara, California (File No. PLN2008-06947/CEQ2008-01060)

Dear Mr. Schwilk:

The Federal Aviation Administration (FAA) is providing scoping comments on the environmental issues to be addressed in the Environmental Impact Report (EIR) for the San Francisco 49ers National Football Team Stadium proposal in the City of Santa Clara. The FAA received your August 15, 2008 EIR Notice of Preparation on August 18, 2008.

The proposed stadium is located under the approach and departure flight tracks of Norman Y. Mineta San Jose International Airport, approximately 2.5 miles northwest of the airport. The proposed stadium site is also within the Land Use Referral Boundary of the Airport Land Use Commission of Santa Clara County (ALUCSCC) 1992 ALUCSCC Land Use Compatibility Plan. The City of Santa Clara should request that the ALUCSCC review the compatibility of the proposed stadium with the current ALUCSCC Airport Land Use Compatibility Plan. The FAA also recommends that the EIR disclose the results of the ALUCSCC evaluation in the draft EIR.

The EIR should disclose the existing noise conditions at the stadium site including those related to ongoing use of airspace over the stadium as an arrival and departure flight track for San Jose International Airport. The EIR should also evaluate the potential for nighttime lights from the stadium to produce glare visible to pilots using these flight tracks for approach or departure from San Jose International Airport and evaluate the potential for such glare to adversely affect aviation. The EIR should address measures to avoid, minimize, or mitigate for any adverse environmental effects from the stadium project that could adversely affect aviation.

In order to meet the requirements of 14 Code of Federal Regulations Part 77 *Objects Affecting Navigable Airspace*, the project proponent should file FAA form 7460-1, *Notice of Proposed Construction* with the appropriate FAA contact identified at the website <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. FAA form 7460-1, form instructions, and submittal information is available from the above FAA website and electronic filing of the

form is encouraged. Please place this office on the mailing list to receive the draft EIR for the project. Please contact FAA Environmental Protection Specialist Doug Pomeroy, telephone, 650-876-2778, extension 612, or e-mail Douglas.Pomeroy@faa.gov, if you have questions regarding this letter

Sincerely,

A handwritten signature in black ink that reads "Douglas R. Pomeroy". The signature is written in a cursive style with a large, sweeping initial "D".

Douglas R. Pomeroy
Environmental Protection Specialist

cc: Cary Greene, Airport Planner, Norman Y. Mineta San Jose International Airport, 1733 North First Street, San Jose, CA 95112



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

RECEIVED

August 19, 2008

AUG 23 2008

City of Santa Clara
Planning Division

To: Reviewing Agencies

Re: The 49ers Stadium Project
SCH# 2008082084

Attached for your review and comment is the Notice of Preparation (NOP) for the The 49ers Stadium Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jeff Schwilk
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Assistant Deputy Director & Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2008082084
Project Title The 49ers Stadium Project
Lead Agency Santa Clara, City of

Type NOP Notice of Preparation

Description The proposed project includes four specific components:

- Stadium
- Substation Relocation
- Off-Site Surface Parking
- Parking Garage (Shared Use)

The proposed stadium would have a permanent seating capacity of up to 68,500 seats and will be designed to expand to approximately 75,000 seats for special events.

The Stadium structure would have a maximum height of 175 feet above the ground surface with light standards on top of the structure reaching a maximum height of 200 feet above the ground surface.

The proposed stadium would require 17,125 parking stalls under the City's zoning requirements. It is estimated, however, based on historic usage of the existing 49ers team stadium that approximately 19,000 attendee parking stalls and 1,740 employee parking stalls will be required for NFL Football events and other large non NFL events.

The new six-story parking garage would be located on approximately two-acre of a four-acre site directly across Tasman Drive from the proposed stadium.

Lead Agency Contact

Name Jeff Schwilk
Agency City of Santa Clara
Phone (408) 615-2450 **Fax** 408 247-9857
email
Address 1500 Warburton Avenue
City Santa Clara **State** CA **Zip** 95050

Project Location

County Santa Clara
City
Region
Cross Streets Tasman Drive and Centennial Bouelvard
Lat / Long
Parcel No.

Township	Range	Section	Base
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Proximity to:

Highways 101, SR 237
Airports
Railways
Waterways Guadalupe River
Schools
Land Use

Project Issues Landuse; Aesthetic/Visual; Geologic/Seismic; Water Quality; Biological Resources; Toxic/Hazardous; Archaeologic-Historic; Traffic/Circulation; Air Quality; Noise; Public Services; Other Issues; Cumulative Effects

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 3; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 2

Note: Blanks in data fields result from insufficient information provided by lead agency.

**Document Details Report
State Clearinghouse Data Base**

Date Received 08/19/2008

Start of Review 08/19/2008

End of Review 09/17/2008

NOP Distribution List

County: Santa Clara

SCH# 2008082084

Resources Agency

- Resources Agency
Nadell Gayou
- Dept. of Boating & Waterways
David Johnson
- California Coastal Commission
Elizabeth A. Fuchs
- Colorado River Board
Gerald R. Zimmerman
- Dept. of Conservation
Sharon Howell
- California Energy Commission
Dale Edwards
- Cal Fire
Allen Robertson
- Office of Historic Preservation
Wayne Donaldson
- Dept of Parks & Recreation
Environmental Stewardship Section
- Central Valley Flood Protection Board
Mark Herald
- S.F. Bay Conservation & Dev't. Comm.
Steve McAdam
- Dept. of Water Resources
Resources Agency
Nadell Gayou

Fish and Game

- Dept. of Fish & Game
Scott Flint
Environmental Services Division
- Fish & Game Region 1
Donald Koch
- Fish & Game Region 1E
Laurie Harnsberger

- Fish & Game Region 2
Jeff Drongesen
- Fish & Game Region 3
Robert Floerke
- Fish & Game Region 4
Julie Vance
- Fish & Game Region 5
Don Chadwick
Habitat Conservation Program
- Fish & Game Region 6
Gabrina Gatchel
Habitat Conservation Program
- Fish & Game Region 6 I/M
Gabrina Gatchel
Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

- Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture
- Depart. of General Services
Public School Construction
- Dept. of General Services
Anna Garbeff
Environmental Services Section
- Dept. of Public Health
Veronica Malloy
Dept. of Health/Drinking Water

Independent Commissions/Boards

- Delta Protection Commission
Debby Eddy
- Office of Emergency Services
Dennis Castrillo
- Governor's Office of Planning & Research
State Clearinghouse
- Native American Heritage Comm.
Debbie Treadway

- Public Utilities Commission
Ken Lewis
- Santa Monica Bay Restoration
Guangyu Wang
- State Lands Commission
Marina Brand
- Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Business, Trans & Housing

- Caltrans - Division of Aeronautics
Sandy Hesnard
- Caltrans - Planning
Terri Pencovic
- California Highway Patrol
Shirley Kelly
Office of Special Projects
- Housing & Community Development
CEQA Coordinator
Housing Policy Division

Dept. of Transportation

- Caltrans, District 1
Rex Jackman
- Caltrans, District 2
Marcelino Gonzalez
- Caltrans, District 3
Bruce de Terra
- Caltrans, District 4
Lisa Carboni
- Caltrans, District 5
David Murray
- Caltrans, District 6
Michael Navarro
- Caltrans, District 7
Elmer Alvarez

- Caltrans, District 8
Dan Kopulsky
- Caltrans, District 9
Gayle Rosander
- Caltrans, District 10
Tom Dumas
- Caltrans, District 11
Jacob Armstrong
- Caltrans, District 12
Ryan P. Chamberlain

Cal EPA

Air Resources Board

- Airport Projects
Jim Lerner
- Transportation Projects
Ravi Ramalingam
- Industrial Projects
Mike Tollstrup

- California Integrated Waste Management Board
Sue O'Leary

- State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

- State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

- State Water Resources Control Board
Steven Herrera
Division of Water Rights

- Dept. of Toxic Substances Control
CEQA Tracking Center

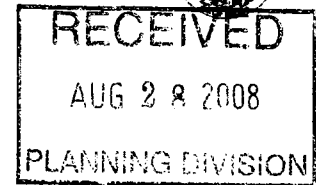
- Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- RWQCB 1
Cathleen Hudson
North Coast Region (1)
- RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)
- RWQCB 3
Central Coast Region (3)
- RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- RWQCB 5S
Central Valley Region (5)
- RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- RWQCB 6
Lahontan Region (6)
- RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- RWQCB 7
Colorado River Basin Region (7)
- RWQCB 8
Santa Ana Region (8)
- RWQCB 9
San Diego Region (9)
- Other _____

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390



August 25, 2008

Jeff Schwilk
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

RE: SCH# 2008082084 - 49ers Stadium project, Santa Clara County

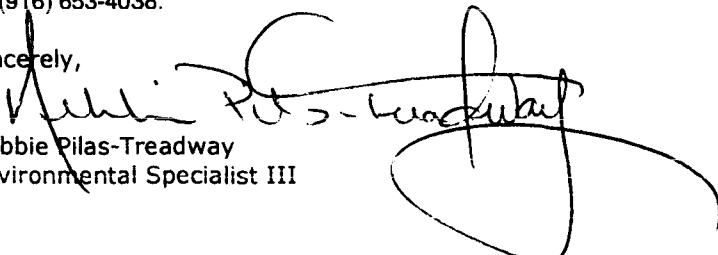
Dear Mr. Schwilk:

The Native American Heritage Commission has reviewed the above mentioned NOP. To adequately assess and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

1. Contact the appropriate Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
3. Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. Requests must be made in writing with the County, Quad map name, township, range and section.
 - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures.
4. Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5 (e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

If you have any questions, please contact me at (916) 653-4038.

Sincerely,


Debbie Pilas-Treadway
Environmental Specialist III

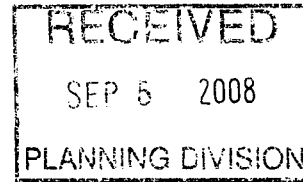
CC: State Clearinghouse

DEPARTMENT OF TRANSPORTATION

P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711



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September 3, 2008

SCL-237-R5.83
SCL237176
SCH2008082084

Mr. Jeff Schwilk
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

Dear Mr. Schwilk:

The 49ers Stadium Project, Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Department) in the environmental review process for the proposed project. We have reviewed the NOP and have the following comments to offer.

The Department is primarily concerned with potential impacts of the proposed project on State highway facilities in Santa Clara County and the regional State transportation network in adjacent counties.

As lead agency, the City of Santa Clara is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. The project's traffic mitigation fees should be specifically identified in the environmental document. Any required roadway improvements should be completed prior to issuance of project occupancy permits. While an encroachment permit is only required when the project involves work in the State Right of Way (ROW), the Department will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agency ensure resolution of the Department's California Environmental Quality Act (CEQA) concerns prior to submittal of the encroachment permit application. Further comments will be provided during the encroachment permit process if required; see the end of this letter for more information regarding the encroachment permit process.

While the City of Santa Clara conducts its traffic studies in accordance with guidelines, which conform to the local Congestion Management Program managed by the Santa Clara County Valley Transportation Authority, the Department's thresholds are primarily concerned with potential impacts to the State Highway System. We encourage the City of Santa Clara to coordinate preparation of the study with our office to help sharpen the focus of your scope of work and answer any questions you may have. Please see the Caltrans' "*Guide for the Preparation of Traffic Impact*

Studies” at the following website for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

Specifically, a detailed Traffic Impact Analysis (TIA) should identify impacts to all affected state facilities with and without the proposed project. The TIA should include, but not be limited to the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.
2. Current Average Daily Traffic (ADT), AM and PM peak hour volumes on all significantly affected streets and highways, including crossroads and controlling intersections.
3. Schematic illustration of the traffic conditions and level of service (LOS) analysis for the following scenarios: 1) existing, 2) existing plus project, 3) cumulative and 4) cumulative plus project for the roadways and intersections in the project area.
4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State highway facilities being evaluated.
5. The procedures contained in the 2000 update of the Highway Capacity Manual should be used as a guide for the analysis in addition to the above referenced Caltrans' Guide.
6. Consider developing and applying pedestrian, bicycling and transit performance or level of service measures and modeling pedestrian, bicycle and transit trips. Mitigation measures resulting from this analysis could improve pedestrian and bicycle access to transit, thereby reducing traffic impacts on State facilities. In addition, please analyze secondary impacts on pedestrians and bicycles that may result from any mitigation measures for traffic impacts and describe pedestrian and bicycle mitigation measures that would in turn be needed as a means of maintaining and improving access to transit and reducing traffic impacts on State facilities.
7. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.

We look forward to reviewing the TIA, including Technical Appendices and the Draft Environmental Impact Report for this project. Please send two copies of each to:

José L. Olveda
Office of Transit and Community Planning
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Encroachment Permit

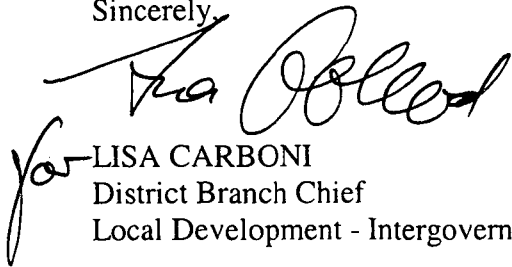
Work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process.

Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

See the website link below for more information.
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Should you have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa Carboni", written over a horizontal line. The signature is fluid and cursive.

LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan (State Clearinghouse)

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711



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SEP 12 2008

City of Santa Clara
Planning Division

September 9, 2008

Mr. Jeff Schwilk
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

Dear Mr. Schwilk:

City of Santa Clara's Notice of Preparation of a Draft Environmental Impact Report for the 49ers Stadium Project; SCH# 2008082084

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

The San Francisco 49ers National Football proposal is for the construction of a major league stadium with up to 68,500 seats and will be designed to expand to 75,000 seats for special events. According to the Notice of Preparation (NOP), the "stadium structure would be a maximum height of 175 feet above the ground surface with light standards on top of the structure reaching a maximum height of 200 feet above ground surface."

The project site is located approximately 12,500 feet northwest of the Norman Y. Mineta-San Jose International Airport (SJC) and is directly beneath the extended runway centerline. The project site will be subject to aircraft overflights and subsequent aircraft-related noise and safety impacts.

California Public Utilities Code Section 21659 prohibits structural hazards near airports. Structures should not be at a height that will result in penetration of the airport's imaginary surfaces. In accordance with Federal Aviation Regulation (FAR) Part 77, "Objects Affecting Navigable Airspace", most of the project site is limited to a structural height of approximately 208 feet above mean seal level. Since the ground elevation appears to be approximately 95-100 feet above sea level, any structure greater than 110 feet in height would most likely exceed FAR Part 77. To ensure compliance with FAR Part 77, submission of a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) will be required. Form 7460-1 is available online at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> and should be submitted electronically to the FAA.

The NOP did not address fire works displays. If pyrotechnics displays are anticipated, they should be thoroughly addressed in the Draft Environmental Impact Report (DEIR). Since the stadium site is within aircraft flight tracks, the maximum altitude of the fireworks display must be well below the FAR Part 77 imaginary surface.

The FAA will require a temporary flight restriction (TFR) if the proposed stadium is going to host certain events. A stadium TFR prohibits an individual from flying below 3,000 feet above ground level within three nautical miles of any stadium having a seating capacity of 30,000 or more people in which a "Major League Baseball, National Football League, NCAA Division One Football, or major motor speedway event is occurring." The DEIR should address the need for TFRs and whether establishing a facility that will periodically require TFRs to navigable airspace may be incompatible with airport operations.

Protecting people and property on the ground from the potential consequences of near-airport aircraft accidents is a fundamental land use compatibility-planning objective. While the chance of an aircraft injuring someone on the ground is historically quite low, an aircraft accident is a high consequence event. To protect people and property on the ground from the risks of near-airport aircraft accidents, some form of restrictions on land use are essential. The two principal methods for reducing the risk of injury and property damage on the ground are to limit the number of persons in an area and to limit the area covered by occupied structures. The potential severity of an off-airport aircraft accident is highly dependent upon the nature of the land use at the accident site.

Pursuant to the Noise Standards (California Code of Regulations, Title 21, Section 5000 et.seq.), the County of Santa Clara declared SJC to have a "noise problem". A thorough airport-related noise analysis should be included in the DEIR.

The project site is located within the Santa Clara County Airport Land Use Commission (ALUC) Referral Boundary. If the ALUC determines that the proposed action is inconsistent with the airport land use compatibility plan, the referring agency shall be notified. The local agency may, after a public hearing, propose to overrule the ALUC by a two-thirds vote of its governing body after it makes specific findings. At least 45 days prior to the decision to overrule the ALUC, the local agency's governing body shall provide to the ALUC and Caltrans a copy of the proposed decision and findings. Caltrans reviews and comments on the specific findings a local government intends to use when proposing to overrule an ALUC. Caltrans specifically looks at the proposed findings to gauge their relationship to the overrule. Also, pursuant to the PUC 21670 et seq., findings should show evidence that the local agency is minimizing "...the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

In addition to submitting the proposal to the ALUC, it should also be coordinated with SJC staff to ensure that the proposal will be compatible with future as well as existing airport operations.

Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our State's network of over 250 airports. Aviation contributes nearly 9 percent of both total State employment (1.7 million jobs) and total State output (\$110.7 billion) annually. These benefits were identified in a study entitled, "Aviation in California: Benefits to Our Economy and Way of Life," and available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/econstudy2003.html>. Aviation improves mobility,

generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over \$170 billion and generates over \$14 billion in tourist dollars, which in turn improves our economy and quality of life.

The protection of airports from incompatible land use encroachment is vital to California's economic future. SJC is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our Caltrans District 4 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. We look forward to reviewing the DEIR. If you have any questions, please call me at (916) 654-5314.

Sincerely,



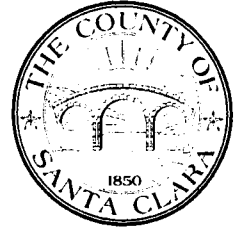
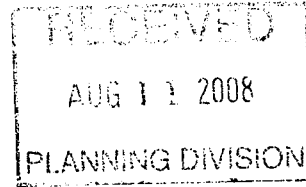
SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse, Santa Clara County ALUC, San Jose Int; Mineta Airport, FAA

County of Santa Clara

Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
(408) 573-2400



August 8, 2008

Mr. Jeff Schwilk
Project Planner
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

Subject: Project: 49 ers Stadium,LLC
File: PLN 2008-06947 /CEQ2008-01060
Address: Centennial Boulevard

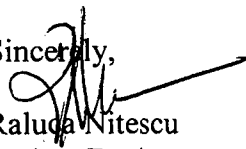
Dear Mr. Schwilk,

Your August 4, 2008 transmittal along with the attachments for the subject project have been reviewed. Our comment is as follows:

The Environmental Impact Report(EIR)t needs to assess the traffic impact and provide the mitigation measures to County's Expressways including Lawrence, San Tomas, Montague and Central Expressway.

Thank you for the opportunity to review and comment on this application. If you have any questions, please contact me at 408-573-2464.

Sincerely,

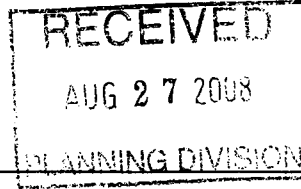

Raluca Nutescu
Project Engineer

cc: MA, SK, WRL, File

County of Santa Clara

Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
(408) 573-2400



August 21, 2008

Mr. Jeff Schwilk
Project Planner
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

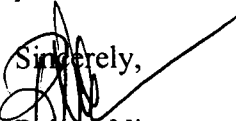
Subject: Project: 49 ers Stadium, LLC
File: PLN 2008-06947 /CEQ2008-01060
Address: Centennial Boulevard

Dear Mr. Schwilk,

Your August 4, 2008 transmittal along with the attachments for the subject project have been reviewed. Our comment is as follows:

The Environmental Impact Report (EIR) should include the traffic impact on the County maintained roads in the vicinity including Lawrence, San Tomas, Montague and Central Expressway and provide the mitigation measures.

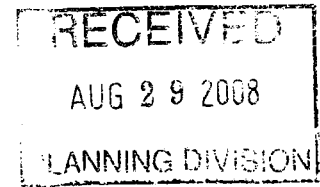
Thank you for the opportunity to review and comment on this application. If you have any questions, please contact me at 408-573-2464.

Sincerely,

Raluca Nitescu
Project Engineer

cc: MA, SK, WRL, File



NORMAN Y. MINETA
SAN JOSE
INTERNATIONAL
A I R P O R T



August 28, 2008

Mr. Jeff Schwilk
City of Santa Clara Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050

Subject: EIR Notice of Preparation for 49ers Stadium Project
(File No. PLN2008-06947/CEQ2008-01060)

Dear Mr. Schwilk:

Thank you for the opportunity to respond to the subject NOP. As the project site is located within the San Jose International Airport height restriction and noise impact areas (and within the "Airport Influence Area" as defined by the County Airport Land Use Commission), the City of San Jose Airport Department offers the following comments:

1. Hazards:

Federal Aviation Regulations, Part 77, requires the proposed stadium structure to be reviewed by the Federal Aviation Administration for an airspace safety determination, via applicant filing of a Notice of Proposed Construction (FAA Form 7460-1) for each high point of the structure. FAA issuance of "No Hazard" determinations, with project incorporation of any design or operating conditions specified in the FAA determinations, would mitigate this potential adverse impact to a level of insignificance.

Special event use of the airspace above the stadium, such as for blimps or fireworks, may also potentially create adverse impacts for aircraft operation unless expressly coordinated in advance with the FAA and Airport.

2. Noise:

The stadium is exposed to a projected aircraft noise level of 65-70 dB CNEL. State and federal guidelines generally consider sports facilities as compatible land uses within such high noise environments, although overflight noise may have the potential to interfere with the quality of stadium activities.

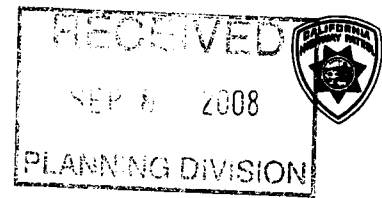
Please include the San Jose Airport Department on the distribution list for the Draft EIR when available. If staff or the EIR consultant have any questions regarding the above comments, please contact me at (408) 501-7702 or cgreene@sjc.org.

Sincerely,

Cary Greene
Airport Planner

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

San Jose Area
2020 Junction Avenue
San Jose, CA 95131-2187
(408) 467-5400
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



September 2, 2008

File No.: 340.11167.12719

Jeff Schwilk, Associate Planner
City of Santa Clara
Planning Division
1500 Warburton Ave
Santa Clara, CA 95050

Dear Mr. Schwilk:

The San Jose Area office of the California Highway Patrol (CHP) received the "Notice of Preparation" of the Environmental document for the proposed San Francisco 49ers Stadium Project; File No: PLN2008-06947/CEQ2008-01060. After reviewing this document, we have a concern with this project.

Our concern relates to the impact this proposed project will no doubt have on traffic patterns and public safety in the region. The construction of a 68,500 capacity stadium will increase traffic volume on local freeways (US-101 and SR-237) which are the jurisdiction of the CHP and has the potential to adversely affect Lawrence Expressway which is also under the jurisdiction of the CHP. The large number of vehicles traveling to the stadium in a short period of time will have a significant impact on traffic traveling on the aforementioned freeways. In particular, US-101 at Great America Parkway will be significantly impacted with anticipated backups onto the main portion of the freeway with a lesser impact on SR-237. The increased traffic may ultimately cause delays in emergency response times. Additionally, the proposed project would necessitate additional resources and officers to provide adequate traffic enforcement, emergency incident management, public service, assistance and accident investigation on the surrounding contract expressway and freeways. It is desired that these issues be specifically addressed in the completed Environmental Impact Report.

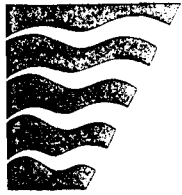
Lieutenant Spencer Boyce will be our Department's contact person for the project. If you have any questions or concerns, he may be reached at the above address or telephone number.

Thank you for allowing us the opportunity to comment on this project.

Sincerely,

A handwritten signature in black ink, appearing to read "C. J. Wayne".

C. J. WAYNE, Captain
Commander
San Jose Area



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT
SINCE 1955

RECEIVED

SEP 18 2008

City of Santa Clara
Planning Division

September 15, 2008

Jeff Schwilk
Associate Planner
City of Santa Clara, Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050

Subject: Notice of Preparation of an Environmental Impact Report for the 49ers Stadium Project

Dear Mr. Schwilk:

Bay Area Air Quality Management District (District) staff has reviewed your agency's Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the 49ers Stadium Project (Project). We understand that the Project proposes to construct a football stadium with 68,500 seats in the City of Santa Clara. The Project proposal includes development of the stadium, a parking garage, and a substation receiver site.

The District has the following specific comments on the environmental analysis that should be included in the environmental review.

1. The EIR should provide background information regarding the District's attainment status for all criteria pollutants and the implications for the region if these standards are not attained by statutory deadlines. Information should also be included on the implementation status of the U.S. Environmental Protection Agency's (EPA) recently adopted, more protective PM_{2.5} and ozone standards. A discussion of the health effects of air pollution, especially on sensitive receptors, should be provided.
2. The *BAAQMD CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plans (1999)* provide guidance on how to evaluate a project's construction, operational and cumulative air quality impacts. You may download a copy from the District's web site at: <http://www.baaqmd.gov/pln/ceqa/index.htm>. The EIR should provide a detailed analysis of the Project's potential effects on local and regional air quality from construction, operations and cumulative impacts for the Project and each of the alternatives being considered. The EIR should estimate daily and annual volatile organic compounds (VOCs), nitrogen oxides (NOx), and particulate matter (PM_{2.5} and PM₁₀) emissions from stationary, area and mobile sources resulting from long-term project operation. These estimates should be compared to the significance thresholds in the *BAAQMD CEQA Guidelines*. We recommend utilizing URBEMIS 2007, version 9.2.4, for estimating emissions. We recommend that the EIR evaluate and recommend all feasible mitigation measures that can reduce significant project emissions and justify those it will not be adopting.

ALAMEDA COUNTY
Tom Bates
Scott Haggerty
Janet Lockhart
Nate Miley

CONTRA COSTA COUNTY
John Gioia
Mark Ross
Michael Shimansky
Gayle B. Uilkema

MARIN COUNTY
Harold C. Brown, Jr.

NAPA COUNTY
Brad Wagenknecht
(Secretary)

SAN FRANCISCO COUNTY
Chris Daly
Jake McGoldrick
Gavin Newsom

SAN MATEO COUNTY
Jerry Hill
(Chair)
Carol Klatt

SANTA CLARA COUNTY
Erin Garner
Yoriko Kishimoto
Liz Kniss
Ken Yeager

SOLANO COUNTY
John F. Silva

SONOMA COUNTY
Tim Smith
Pamela Torliatt
(Vice-Chair)

Jack P. Broadbent
EXECUTIVE OFFICER/APCO

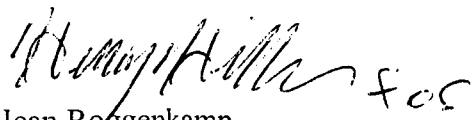
3. The EIR should estimate and evaluate the potential health risk to sensitive populations in proximity to the Project from toxic air contaminants (TACs) due to Project construction and operation. We recommend referring to the California Air Resources Board (ARB) *Air Quality and Land Use Handbook: A Community Health Perspective*, (<http://www.arb.ca.gov/ch/landuse.htm>) for guidelines on siting land uses. We recommend that the EIR evaluate any risks with siting land uses near major transportation corridors and other emission sources.
4. Construction equipment generates fugitive dust emissions, exhaust emissions of criteria pollutants, and TACs, specifically diesel particulate matter (DPM), a known carcinogen. The EIR should require that all associated construction activities comply with the dust mitigation measures in the District's CEQA guidelines. We encourage that the EIR include all feasible mitigation measures to reduce construction equipment exhaust emissions. Such measures could include but are not limited to: maintaining properly tuned engines; minimizing the idling time of diesel powered construction equipment to two minutes; using alternative powered construction equipment (i.e., CNG, biodiesel, electric); using add-on control devices such as diesel oxidation catalysts or particulate filters; requiring that all construction equipment meet ARB's most recent certification standard for off-road heavy duty diesel engines; phasing project construction; and limiting the operating hours of heavy duty equipment.
5. The EIR should evaluate the Project's potential to increase the demand for energy from utilities. Increasing the demand for electricity, natural gas, and gasoline may result in an increase of criteria air pollutant emissions from combustion, as well as an increase in greenhouse gas emissions. We recommend that the EIR discuss energy demand of the Project, including any cumulative impacts, such as the need to build peaker power plants to provide power during peak demand. When identifying strategies to minimize the Project's impact on energy and air quality, the EIR should include feasible mitigation measures that require a minimum level of green building measures. This minimum level may be based on the Leadership in Energy and Environmental Design (LEED) standards or by setting a target percentage reduction below California Building Code's Title 24 energy standards. Green building measures may include but are not limited to using: super-efficient heating, ventilation, and air conditioning (HVAC) systems; light-colored and reflective roofing materials, pavement treatments and other energy efficient building materials; shade trees adjacent to buildings and in parking areas; photovoltaic panels on buildings; and natural and energy-efficient lighting.
6. We recommend that the EIR analyze greenhouse gas (GHG) emissions. The California Air Pollution Control Officers Association (CAPCOA) recently released a resource document addressing GHG emissions from projects subject to CEQA. The resource document, *CEQA and Climate Change*, contains an overview of available tools and models for evaluating GHG emissions and strategies for mitigating potentially significant GHG emissions from projects. The report may be downloaded from <http://www.capcoa.org>. The Project should seek to minimize its contribution to climate change by implementing all feasible mitigation measures to reduce GHG emissions, especially those measures targeting the Project's vehicle miles

traveled, as transportation represents approximately 50 percent of the Bay Area's GHG emissions.

7. We recommend that the EIR evaluate alternatives that emphasize transit accessibility to the proposed stadium and require minimal parking stalls to serve the stadium. The proposed stadium presents an opportunity for your agency to pursue a state-of-the-art green building stadium that promotes its urban environment, alternative modes of transportation, and integration with the existing community.

If you have any questions regarding these comments, please contact Sigalle Michael, Environmental Planner, at (415) 749-4683.

Sincerely,



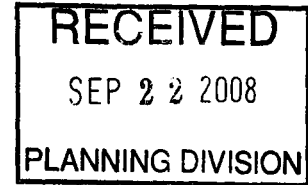
Jean Roggenkamp
Deputy Air Pollution Control Officer

cc: BAAQMD Director Erin Garner
BAAQMD Director Yoriko Kishimoto
BAAQMD Director Liz Kniss
BAAQMD Director Ken Yeager



September 22, 2008

City of Santa Clara
Department of Engineering
1500 Warburton Avenue
Santa Clara, CA 95050



Attention: Jeff Schwilk

Subject: City File No.: PLN2008-06947 / 49ers Stadium

Dear Ms. Schwilk:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for a Draft EIR for a stadium holding up to 75,000 seats at the southwest corner of Tasman Drive and Centennial Boulevard. We have the following comments.

Land Use/Transportation Integration

VTA supports policies that target growth around the established transportation cores, corridors, and station areas in the County, as described in VTA's CDT Manual. Densification in these areas will promote alternative transportation methods and help reduce vehicle miles traveled. The proposed 49ers stadium project offers an excellent opportunity to build on and make use of the existing transit network in the Great America area. The stadium can benefit from the existing transportation infrastructure, although it may justify or require additional transportation improvements given the size of the project and highly peaked travel characteristics of its users, as noted below.

Development Design

VTA's *Community Design & Transportation* (CDT) Manual is a useful reference in the development design process. The CDT Manual document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. The CDT Manual is available upon request to any agency staff. For more information on the CDT Manual and Guidelines, please call Chris Augenstein of the CMP at 408-321-5725.

Transit Service and Infrastructure

The proposed stadium project offers a major opportunity to build on and make use of existing transit and transportation resources, particularly the VTA light rail system. However, given the size of the project and highly peaked travel characteristics of its users, careful consideration will need to be given to the impacts of the project on the transportation system and measures to ensure that it functions as desired when the project is implemented.

City of Santa Clara
September 22, 2008
Page 2

Based on our current understanding of the project and information from the 49ers organization shared with VTA staff in spring 2007, we believe that the project could potentially generate more light rail passenger trips than the system as currently designed could handle, particularly during peak demand periods after events. VTA requests that the project proponent conduct an analysis of the anticipated travel patterns of facility users, including demand on the VTA light rail system and bus system. We also suggest that the proponent gather information on the anticipated Origins and Destinations of facility users as a way of determining areas of greatest demand on the transportation system.

Given the potential passenger demands on the VTA light rail system, it is possible that additional investments may be needed in the vicinity of the proposed project. These might include:

- Tail tracks to store extra trains during events
- A spur station to allow efficient loading and unloading of passengers closer to the stadium and out of the main Tasman Drive right-of-way
- Other platform, canopy and pedestrian infrastructure improvements
- New electric power substation(s) for the light rail system
- Fare collection infrastructure or methods – potentially fare gates or extra staff
- Other new personnel requirements, including security, customer service ambassadors, and flaggers

Measures such as those above and others may be necessary to ensure that the VTA light rail system can handle the demand generated by the proposed project. VTA would like to ensure that the operation of its light rail system is not impacted by the potential closure of a portion of Tasman Drive as mentioned in the NOP for the EIR. In addition, VTA and the proponent will need to discuss plans for bus routing during events to ensure that VTA bus service is able to operate and is not negatively impacted through the area.

VTA is currently beginning a Light Rail Systems Analysis study that is taking a comprehensive look at the entire light rail system. The purpose of the study is to identify future needs in terms of both infrastructure and service to improve the performance of the system and help it meet future demands. We welcome the City's input during this process and will be in contact with you regarding City participation in the study.

Transportation Demand Management

VTA recommends urging large employers and large trip generators to implement transportation demand management (TDM) programs in order to reduce the number of single occupant vehicle trips generated by their employees or developments. Effective TDM programs that may be applicable to the proposed project include:

City of Santa Clara
September 22, 2008
Page 3

- Direct or Indirect Payments for Taking Alternate Modes
- Transit Fare Incentives such as Eco Pass and Commuter Checks
- Preferentially Located Carpool Parking
- Bicycle Lockers and Bicycle Racks
- On-site or Walk-Accessible Employee and Visitor Services (day-care, dry-cleaning, fitness, banking, convenience store)
- On-site or Walk-Accessible Restaurants

VTA also recommends providing preferentially located electric vehicle parking with charging stations. Providing charging stations for these vehicles at work and shopping locations allows for more frequent and convenient use of these clean air vehicles.

Transportation Impact Analysis Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of the project, a TIA may be required. VTA's *Transportation Impact Analysis Guidelines* should be used when preparing the TIA. These guidelines include the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways.

Bicycle Access and Parking

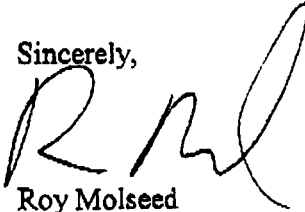
VTA supports the development of bicycle and pedestrian trails in order to improve access and connectivity of these important modes. Providing trails, bridges, and crossings in a regionally-integrated fashion will improve quality of life for area residents. We also support development policies that limit the number of free parking spaces while encouraging bicycle parking facilities, in an effort to reduce auto travel. In the vicinity of the proposed stadium site, creating bicycle and pedestrian trails, bridges and crossings will be important because of the physical constraints around the site, including the adjacent creek, arterial roadways, and nearby railroad tracks.

VTA would like to work in partnership with the City of Santa Clara in the advancement of the proposed stadium project. It may be beneficial to convene a working group consisting of City staff, VTA staff (including planning, service/operations, and facilities staff), and staff from other agencies to discuss transit service and infrastructure, transportation impacts, and other

City of Santa Clara
September 22, 2008
Page 4

considerations. Please do not hesitate to contact me, Robert Swierk or Chris Augenstein to discuss how we can work with you in this process. If you have any questions, please call me at (408) 321-5784.

Sincerely,

A handwritten signature in black ink, appearing to read 'RM', is written over the word 'Sincerely,'.

Roy Molseed
Senior Environmental Planner

RM:kh

cc: Samantha Swan, VTA

SC0805



RECEIVED

OCT 3 - 2008

City of Santa Clara
Planning Division

October 1, 2008

Jeff Schwilk, Associate Planner
City of Santa Clara, Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050
(also via fax: 408-247-9857)

Re: 49ers Stadium Project – Notice of Preparation (NOP) of an Environmental Impact Report (EIR)

Dear Mr. Schwilk,

This is a follow-up to the meeting held on September 24, 2008 attended by staff representatives of the Cities of Santa Clara and Sunnyvale concerning a few project applications within Santa Clara. The comments below constitute a preliminary feedback on the NOP of an EIR for the 49ers Stadium Project. We look forward within the next few weeks to participate in other meetings with Santa Clara staff and the traffic consultants. These meetings would be focused on transportation related issues associated with the individual projects.

- Sunnyvale applies certain CMP analysis criteria to City intersections. According to the CMP guidelines, signalized intersections and all intersections with ten or more vehicular trips per lane per movement need to be analyzed. Study intersections should include Tasman/Reamwood, Tasman/Adobe Wells, Tasman/Lawrence, Tasman/Vienna, Tasman/Fair Oaks, Lawrence/Elko, Lawrence/Lawrence Station, Lawrence/Lakehaven, Lawrence/US 101, Fair Oaks/Weddell, and Fair oaks/US 101. Beside the weekday peak commute periods, the analysis should cover Pre and Post game periods and other events to take place at the stadium. Sunnyvale staff believe at a minimum this should include Monday night, Thursday night, as well as each of Saturday and Sunday for day and night events. An analysis of the peak hour of adjacent street traffic on a weekday assuming an event is occurring should also be performed.
- Corridor analysis should include Tasman Drive, Lawrence Expressway and Fair Oaks Avenue. The Tasman corridor analysis should cover potential traffic congestion and associated impacts on emergency service access to Sunnyvale neighborhoods. For example, the mobile home park located to the west of Patrick Henry Drive has a single access off of Tasman Drive. Consequently congestion on Tasman Drive could severely impact access to this mobile home park including access of emergency vehicles.

ADDRESS ALL MAIL TO: P.O. BOX 3707 SUNNYVALE, CALIFORNIA 94088-3707
TDD (408) 730-7501

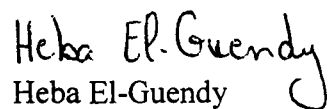
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- Analysis of potential traffic infusion within the Fairwood residential areas. Streets to be analyzed should at least include Wildwood Avenue, Blazingwood Drive and Sandia Avenue. The Level of Service (LOS) analysis at the intersection of Lawrence Expressway/Lakehaven Drive should take into account U-turns from northbound to the southbound traffic direction.
- Analysis of what would be reasonable walking distances for such events along with associated parking distribution in the surrounding areas. The parking analysis should include the potential for parking at Mission College and potential traffic infusion on Wildwood Avenue. The analysis should also include the potential for parking and traffic impacts in the residential neighborhoods to the west of Sandia Avenue – Manzano Way and utilizing the Calabazas Creek trail and pedestrian bridge to walk to/from the stadium.
- The project’s parking analysis should also cover the potential for events attendees parking their vehicles within the City of Sunnyvale near light rail stations (such as within the Moffett Park area) then riding the train to the stadium.
- Description and illustration of a detailed traffic control plan, including information on how differing jurisdictions (Santa Clara, Sunnyvale, County of Santa Clara, CHP) can coordinate traffic control during games and other events.
- Review of post event traffic conditions and associated signal timing plans along with hardware and software requirements in order to provide any specialized “flush” timing plans.
- Detailed information on any proposed alternative transportation services for games and other events. Assumptions regarding alternative means for traveling to/from the stadium need to be realistic and achievable in light of their implementation and monitoring plan.

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

In the meantime should you have any questions or need additional information, please do not hesitate to contact me at (408) 730-2713.

Sincerely,



Heba El-Guendy
Senior Transportation Planner
Transportation and Traffic Division

- c. Andrew Miner, Principal Planner, Planning Division, Sunnyvale Community Development Department.



Cedar Fair
Entertainment Company.

Duffield E. Milkie
Corporate Vice President
General Counsel
office (419) 609-5770
fax (419) 609-5725

dmilkie@cedarfair.com

One Cedar Point Drive
Sandusky, Ohio USA
44870-5259
NYSE: FUN

RECEIVED

MAR 25 2009

City of Santa Clara
Planning Division

Jeff Schwilk, Associate Planner
City of Santa Clara
Planning Division
1500 Warburton Avenue
Santa Clara, California 95050
Via e-mail jschwilk@santaclaraca.gov

March 25, 2009

Re: Revised Notice of Preparation Dated February 23, 2009
49ers Stadium Project Environmental Impact Report
Project File PLN2008-06947/CEQ2008-01060

Dear Mr. Schwilk:

We recently received a revised Notice of Preparation ("NOP") of an EIR for the proposed 49ers Stadium Project that was dated February 23, 2009. As you are aware, the proposed location of the stadium is in close proximity to Cedar Fair's Great America Theme Park. The revised NOP notes that the proposed stadium might be used by two NFL football teams, and not just the San Francisco 49ers. Notwithstanding the fact that adding a second team to the stadium will have the effect of doubling the NFL games played at the proposed stadium each year, the revised NOP states that the City elected not to schedule another Scoping Meeting prior to preparing the draft EIR for the project. Cedar Fair believes it is important for the City to take into consideration the significant impacts that accompany the addition of a second team.

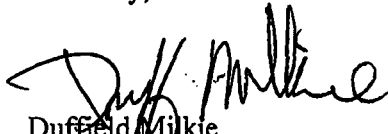
As you may recall, Cedar Fair submitted written comments subsequent to the City's initial Scoping Meeting on the stadium project. In our comment letter, we suggested several areas of study (impact on surrounding properties, pedestrian and traffic flow, parking, alternatives, infrastructure and views). In addition, we noted that Great America had added a fall attraction to its operations (the Halloween Haunt Event) and was considering otherwise expanding its fall operations. With this in mind it is important that the full operation of Great America be considered to be part of the environmental "baseline" for CEQA purposes.

The addition of a second NFL team to the stadium would both: (a) significantly exacerbate the concerns we raised in our initial comment letter; and (b) make any operation of Great America increasingly difficult during late summer and fall weekends. If a second NFL team is added to the stadium, there will likely be a football game at the stadium during each weekend from

August through the end of December every year. Such a schedule would make it impossible for there to be any scheduling synergy between the stadium and Great America, and having football games at the stadium on days where the park is operating would create tremendous burdens upon parking facilities and nearby traffic and transit infrastructure. Those burdens (and any impacts that flow from them) will likely be significant and must be considered as part of the stadium project's EIR.

Cedar Fair looks forward to the continuing successful operation of the Great America Theme Park and to a cooperative, productive ongoing relationship with the City. If you have any questions with respect to this letter, please feel free to contact us at the phone number listed above.

Sincerely,



Duff Milkie
General Counsel
Cedar Fair L.P.

cc: Richard Kinzel
Peter Crage



Cedar Fair
Entertainment Company

Duffield E. Milkie
Corporate Vice President
General Counsel
office (419) 609-5770
fax (419) 609-5725

dmilkie@cedarfair.com

One Cedar Point Drive
Sandusky, Ohio USA
44870-5259
NYSE: FUN

Jeff Schwilk, Associate Planner
City of Santa Clara
Planning Division
1500 Warburton Avenue
Santa Clara CA 95050
Via e-mail jschwilk@santaclaraca.gov

RE: EIR Scope
49ers Stadium Project Environmental Impact Report
Project File PLN2008-06947/CEQ2008-01060

Dear Mr. Schwilk:

This letter is submitted pursuant to the Notice of Public Scoping Meeting for the 49ers Stadium Project. As you know, Cedar Fair has previously raised concerns with regard to the location of the stadium in close proximity to the Great America Theme Park. Cedar Fair submitted correspondence related to those concerns and now wishes to supplement that information in the context of the EIR.

IMPACT ON LAND USE – SURROUNDING PROPERTIES

Cedar Fair is the operator of the Great America Theme Park pursuant to a lease agreement with the City of Santa Clara which has approximately 30 years remaining on its term. The stated purpose of the lease agreement is the preservation, rehabilitation and operation of a major theme park. The lease explicitly states that the preservation of the park and the fulfillment of the lease are in the vital and best interests of the City. In furtherance of that purpose, Cedar Fair has prudently managed the property in a professional manner. Our business plan is to have the park open as many days per year as possible when we have a realistic opportunity to generate revenue from park operations. As part of a company wide effort to expand our fall operating dates, we are introducing a Halloween Haunt Event at Great America in the fall 2008 season. The event will provide additional entertainment value at Great America and will be an added benefit to our customers in the surrounding area. This expansion of our operating

calendar must be taken into consideration related to issues of traffic flow, parking, pedestrian safety and our ability to operate on days when the stadium will be utilized during our season.

Pursuant to the lease agreement, Cedar Fair has the right to quietly hold, occupy and enjoy the premises during the entire term of the lease. The City has the obligation to protect Cedar Fair against any damage and expenses which it may suffer by reason of activities that interfere with the right to peaceably enjoy, occupy and utilize the property. In keeping with this right to quiet enjoyment, the City has an obligation not to construct or permit construction of structures on the Parking Areas without Cedar Fair's written approval. Approval can be reasonably withheld if the proposed construction would materially interfere with:

1. Ongoing park operations (including construction traffic and noise);
2. Access to the parking area from public roads and or from the premises;
3. The availability of parking, the location of permanent and overflow parking and the existence of the view corridor; and
4. The quiet enjoyment of the premises.

The construction of the stadium as it is currently proposed will have a negative effect on the use of the Great America property and upon each of the items listed above. The EIR must undertake a study of the effect the current plan will have on the applicable land use plans, policies, regulation and the existing contractual obligations related to the usage of the surrounding properties.

PEDESTRIAN SAFETY - TRAFFIC FLOW

Per the lease agreement, any reconfiguration of parking on the site must be done in a fashion that will not reduce the size of parking spaces or traffic flow or ingress and egress. The reconfiguration of the parking raises issues with regard to the safety of pedestrians walking to and from the proposed parking areas, added congestion and the availability of and access to the parking areas. The current stadium plan calls for the closure of roadways as part of the reconfiguration.

The EIR should study the significant effects of the change in the parking configuration, modification of roadway access and arrangements for pedestrian travel. The study should take into consideration the conditions that will exist when both facilities are operating at or near peak capacity.

PARKING

Cedar Fair intends on continuing to grow attendance at the park and parking capacity is an important tool in that process. Cedar Fair must maintain the capacity for growth and

remain flexible to provide the maximum level of convenience and enjoyment to our patrons. The City has an obligation to make available for the use of Cedar Fair adequate parking for the theme park visitors. As attendance at the park increases so will the need for parking.

The question of whether there is sufficient parking to meet the need that will be generated by the full operation of the stadium and continued optimum utilization of Great America must be studied as part of the EIR. It has been estimated that the stadium will generate attendance of approximately 1,260,000 per year. Great America has historically generated attendance that meets or exceeds the projected attendance at the stadium. Events held during the Great America operating season will create additional issues that must be addressed in the EIR. The intersection of events at the two facilities will inevitably cause a shortage of available parking, traffic congestion, and a lack of access to sufficient overflow parking. These issues must be taken into consideration as part of the EIR.¹

OPPORTUNITY COST - ALTERNATIVES

The EIR should also take into consideration other reasonable alternative uses for the identified space that may be more compatible with the current surrounding uses. The study must quantify the opportunity cost of the current alternative being studied. Further the study should include the potential for the relocation of the stadium to a new site and the potential for the usage of the 49er training facility property as a site for the stadium or at least as a portion of the required footprint.

The current project should be compared to the revenue generation that is created by the established usage of the Great America Theme Park. Great America generates attendance that is equal to or greater than projected for the stadium. The continuation of the usage of the theme park will not require the large diversion of public funds that will be required for the construction of the stadium. The addition of the stadium will have a direct impact on the attendance at Great America as consumers will naturally make choices about discretionary spending for entertainment. The EIR should consider the unnecessary cost and environmental impacts created as a result of the construction of the stadium in the proposed location.

IMPACT ON INFRASTRUCTURE – VIEW CORRIDOR


According to the project description the City will be required to re-configure parking spaces in at least part of the parking areas. The reconfiguration will be at the City's sole cost and expense. Per the current lease with Cedar Fair the construction of the proposed

¹ The current lease with the City recognizes the possibility of a parking shortage and the Convention Center is currently required to provide 30 days notice of events which are anticipated to draw attendance requiring in excess of 500 parking spaces in the parking areas and cannot schedule such events on any date on which daily attendance at the Theme Park is projected to exceed 25,000 without the prior consent of Cedar Fair.

parking structures must be positioned in a manner that will allow compliance with the obligation to maintain a view corridor from the Great America ticket plaza to both the Great America Parkway and Tasman Drive. The EIR must take into consideration the positioning of the structures and the project as a whole must be considered in terms of maintaining a view corridor to Great America and the other neighboring uses. The EIR should also consider the additional added cost and environmental impacts created by the need to construct the parking structure.

Cedar Fair is requesting that the foregoing comments be taken into consideration in the development of the scope of the EIR. If you have any questions please feel free to contact the undersigned.

Respectfully submitted


Duff Milkie
General Counsel
Cedar Fair, L.P.

cc: Richard Kinzel, CEO
Peter Crage, CFO

From: Jeff Schwilk
To: marcus_buchanan@yahoo.com
Subject: Re: NO STADIUM - EIR

Dear Mr. Buchanan,

Thank you for forwarding your comments on the proposed 49ers Stadium project. Your comments have been included in the public record, and will be considered as part of the EIR scoping for this project.

Sincerely,

Jeff Schwilk, AICP
Associate Planner

City of Santa Clara, Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050
ph. (408) 615-2450
fax (408) 247-9857

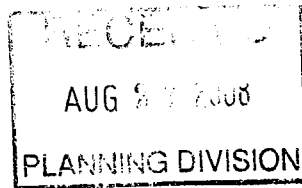
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From: Marcus Buchanan
To: Jeff Schwilk
CC: mary@santaclaraplaysfair.org
Date: 8/20/2008 1:11 PM
Subject: NO STADIUM - EIR

Mr. Schwilk:

My concern as a homeowner/taxpayer in the Rivermark community is the increase in traffic and crime this un-necessary and excessive spend will bring. Crime is already on the rise on the Northside of Santa Clara and bringing this un-needed stadium to satisfy the egos of the mayor and council members in support will not help in the many other areas this money should be spent. Not to mention the \$\$ wasted on this study in the first place. Get out now and please stop wasting my money!

-Marcus Buchanan, concerned Rivermark homeowner.



August 25, 2008

Jeff Schwilk
Associate Planner
City of Santa Clara Planning Division
1500 Warburton Ave
Santa Clara, CA. 95050

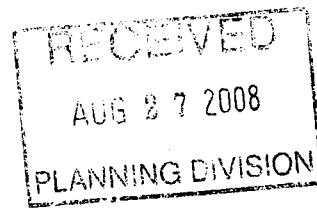
Dear Mr. Schwilk,

My name is Gerald Harrison. I live in the area directly affected by this stadium. I am writing to inform you as a citizen of the City of Santa Clara that the plan for the 49er stadium is a big step in the wrong direction. First, we as a city do not have the funding available to properly run a stadium and maintain city infrastructure. Secondly, the citizens of the north side of the city have spoken repeatedly that a library, not a football stadium is what the community needs. Third, the Cedar Fair Corporation has not officially authorized the construction and use of the parking lot for the stadium. Therefore the City would be in violation of the agreement made between the City and Cedar Fair. Fourth, the site of the proposed stadium is in the flight path of commercial jets taking off and landing at the San Jose/Mineta International Airport. The site would never be approved by the Airport Land Use Commission for stadium building. However, the City can override the commission's decision by a 2/3 vote (5 out of 7 members of the City Council). If that were to occur, in the case of an airplane falling out of the sky and crashing into the stadium **all liability would be removed from the San Jose Airport and would be placed solely on the City of Santa Clara.** I, as citizen of the north side of the City would urge you to abandon plans for this stadium and ask you to please move forward with plans to develop a library for the north side as well as retrofitting and upgrading the International Swim Center – something this city is famous for. I thank you in advance for your reading and responding to this letter.

Regards,

Gerald Harrison

August 26, 2008



Dear Mr. Schwilk,

I have been a resident of the City of Santa Clara since October 2004, when I purchased my very first home in the Mission Park community located at Cheeney and Lenox Place.

I am very concerned that this project will impact not only endangered wildlife, but also plants and the fish in the creek nearby due to construction run off, pollution generated by 75,000 people, noise pollution and light pollution. This proposed site is just too close to the wetlands and habitat areas for many wildlife in this area, not just the endangered wildlife.

I am deeply disturbed and worried about the 49ers stadium project. In addition to my environmental concerns, this will have a huge negative impact on my life and home, as well as all the other residents in my community. We live less than 1 mile from the proposed site. We will have to live with the constant noise of construction, then the constant disturbance of any event taking place in a stadium filled with 75,000 people! This is a horrible scenario in my mind. Not only will our property values drop significantly, this will ruin our quiet and safe location. We will have to deal with all the people walking through our neighborhood before and after events, including all the traffic. All the drunk and disorderly sports fans/event participants will make our neighborhood unsafe. As it is now, I feel safe walking my dog alone at night through our neighborhood and along the San Tomas Aquino creek trail. I love my community and this area and hate to see it ruined and destroyed by this stadium. I adamantly oppose this location for the stadium and will help raise the alarm amongst my community as well.

In my twice daily walks of this site, I see many endangered animals, especially birds, including Burrowing Owls, snowy plover, flycatchers, the Least Bell's Vireo and bats. I have also seen spotted owls, coyotes, sparrows, and many other wildlife that is not considered endangered, but would be threatened by this project. I walk daily from my home all the way to the edge of the bay and around the surrounding areas. So I know how close this stadium would be to sensitive habitat areas.

Please consider the effects of noise, light, traffic (foot and vehicular) pollution and run-off carrying pollution directly to the bay in this Environmental Impact Report.

Please see below list of species that need to be identified and considered for inclusion in the Environmental Impact Report:

The bay checkerspot butterfly (*Euphydryas editha bayensis*), south-central California coastal steelhead (*Oncorhynchus mykiss*), central California coastal steelhead (*O. mykiss*), central valley fall-run Chinook salmon (*O. tshawytscha*), California tiger salamander (*Ambystoma californiense*), California red-legged frog (*Rana aurora draytonii*), least Bell's vireo (*Vireo bellii pusillus*), San Joaquin kit fox (*Vulpes macrotis*)

mutica), Tiburon Indian paintbrush (*Castilleja affinis* ssp. *neglecta*), coyote ceanothus (*Ceanothus ferrisiae*), Santa Clara Valley dudleya (*Dudleya setchellii*), and Metcalf Canyon jewelflower (*Streptanthus albidus* ssp. *albidus*), Pacific lamprey (*Lampetra tridentata*), foothill yellow-legged frog (*Rana boylei*), western pond turtle (*Clemmys marmorata*), golden eagle (*Aquila chrysaetos*), western burrowing owl (*Athene cunicularia hypugaea*), tricolored blackbird (*Agelaius tricolor*), Pacific Townsend's [western] big-eared bat (*Corynorhinus townsendii townsendii*), big scale balsamroot (*Balsamorhiza macrolepis*), chaparral harebell (*Campanula exigua*), Mount Hamilton thistle (*Cirsium fontinale* var. *campylon*), San Francisco collinsia (*Collinsia multicolor*), fragrant fritillary (*Fritillaria liliacea*), Loma Prieta hoita (*Hoita strobilina*), smooth lessingia (*Lessingia micradenia* var. *glabrata*), Hall's bush mallow (*Malacothamnus hallii*), robust monardella (*Monardella villosa* ssp. *globosa*), rock sanicle (*Sanicula saxatilis*), and most beautiful jewelflower (*Streptanthus albidus* ssp. *peramoenus*).

Thank you for your consideration of all the possible environmental impacts that will arise from this project all the way through construction to events, not just the final outcome.

Sincerely,



Kieran Alcumbrac
2259 Lenox Place
Santa Clara, CA 95054
408-685-6826

California has 289 threatened and endangered plant and animal species, these should be taken into account as well in the EIR:

Animals

Beetle, delta green ground (*Elaphrus viridis*)
Beetle, Mount Hermon June (*Polyphylla barbata*)
Beetle, valley elderberry longhorn (*Desmocerus californicus dimorphus*)
Butterfly, bay checkerspot (*Euphydryas editha bayensis*)
Butterfly, Behren's silverspot (*Speyeria zerene behrensi*)
Butterfly, callippe silverspot (*Speyeria callippe callippe*)
Butterfly, El Segundo blue (*Euphilotes battoides allyni*)
Butterfly, Lange's metalmark (*Apodemia mormo langei*)
Butterfly, lotis blue (*Lycaeides argyrognomon lotis*)
Butterfly, mission blue (*Icaricia icarioides missionensis*)
Butterfly, Myrtle's silverspot (*Speyeria zerene myrtleae*)
Butterfly, Oregon silverspot (*Speyeria zerene hippolyta*)
Butterfly, Palos Verdes blue (*Glaucopsyche lygdamus palosverdesensis*)
Butterfly, Quino checkerspot (*Euphydryas editha quino*)
Butterfly, San Bruno elfin (*Callophrys mossii bayensis*)

Butterfly, Smith's blue (*Euphilotes enoptes smithi*)
 Chub, bonytail (*Gila elegans*)
 Chub, Mohave tui (*Gila bicolor mohavensis*)
 Chub, Owens tui (*Gila bicolor snyderi*)
 Crayfish, Shasta (*Pacifastacus fortis*)
 Fairy shrimp, Conservancy (*Branchinecta conservatio*)
 Fairy shrimp, longhorn (*Branchinecta longiantenna*)
 Fairy shrimp, Riverside (*Streptocephalus woottoni*)
 Fairy shrimp, San Diego (*Branchinecta sandiegonensis*)
 Fairy shrimp, vernal pool (*Branchinecta lynchi*)
 Fly, Delhi Sands flower-loving (*Rhaphiomidas terminatus abdominalis*)
 Flycatcher, southwestern willow (*Empidonax traillii extimus*)
 Frog, California red-legged (subspecies range clarified) (*Rana aurora draytonii*)
 Gnatcatcher, coastal California (*Polioptila californica californica*)
 Goby, tidewater Entire (*Eucyclogobius newberryi*)
 Goose, Aleutian Canada (*Branta canadensis leucopareia*)
 Grasshopper, Zayante band-winged (*Trimerotropis infantilis*)
 Kangaroo rat, Fresno (*Dipodomys nitratoides exilis*)
 Kangaroo rat, giant (*Dipodomys ingens*)
 Kangaroo rat, Morro Bay (*Dipodomys heermanni morroensis*)
 Kangaroo rat, San Bernardino Merriam's (*Dipodomys merriami parvus*)
 Kangaroo rat, Stephens' (*Dipodomys stephensi*)
 Kangaroo rat, Tipton (*Dipodomys nitratoides nitratoides*)
 Lizard, blunt-nosed leopard (*Gambelia silus*)
 Lizard, Island night (*Xantusia riversiana*)
 Moth, Kern primrose sphinx (*Euproserpinus euterpe*)
 Mouse, Pacific pocket (*Perognathus longimembris pacificus*)
 Mouse, salt marsh harvest (*Reithrodontomys raviventris*)
 Murrelet, marbled (CA, OR, WA) (*Brachyramphus marmoratus marmoratus*)
 Owl, northern spotted (*Strix occidentalis caurina*)
 Pikeminnow, Colorado (except Salt and Verde R. drainages, AZ) (*Ptychocheilus lucius*)
 Plover, western snowy (Pacific coastal pop.) (*Charadrius alexandrinus nivosus*)
 Rabbit, riparian brush (*Sylvilagus bachmani riparius*)
 Rail, California clapper (*Rallus longirostris obsoletus*)
 Rail, light-footed clapper (U.S.A. only) (*Rallus longirostris levipes*)
 Rail, Yuma clapper (U.S.A. only) (*Rallus longirostris yumanensis*)
 Salamander, California tiger U.S.A. (CA - Santa Barbara County) (*Ambystoma Californiense*)
 Salamander, desert slender (*Batrachoseps aridus*)
 Salamander, Santa Cruz long-toed (*Ambystoma macrodactylum croceum*)
 Salmon, chinook (winter Sacramento R.) (*Oncorhynchus tshawytscha*)
 Salmon, chinook (CA Central Valley spring-run) (*Oncorhynchus tshawytscha*)
 Salmon, chinook (CA coastal) (*Oncorhynchus tshawytscha*)
 Shrike, San Clemente loggerhead (*Lanius ludovicianus mearnsi*)
 Shrimp, California freshwater (*Syncaris pacifica*)
 Skipper, Laguna Mountains (*Pyrgus ruralis lagunae*)

Smelt, delta (*Hypomesus transpacificus*)
Snail, Morro shoulderband (*Helminthoglypta walkeriana*)
Snake, giant garter (*Thamnophis gigas*)
Snake, San Francisco garter (*Thamnophis sirtalis tetrataenia*)
Sparrow, San Clemente sage (*Amphispiza belli clementeae*)
Splittail, Sacramento (*Pogonichthys macrolepidotus*)
Steelhead (southern CA coast) (*Oncorhynchus mykiss*)
Steelhead (central CA coast) (*Oncorhynchus mykiss*)
Steelhead (Central Valley CA) (*Oncorhynchus mykiss*)
Steelhead (south central CA coast) (*Oncorhynchus mykiss*)
Stickleback, unarmored threespine (*Gasterosteus aculeatus williamsoni*)
Sucker, Lost River (*Deltistes luxatus*)
Sucker, Modoc (*Catostomus microps*)
Sucker, razorback (*Xyrauchen texanus*)
Sucker, Santa Ana (3 CA river basins) (*Catostomus santaanae*)
Sucker, shortnose (*Chasmistes brevirostris*)
Tadpole shrimp, vernal pool (*Lepidurus packardii*)
Tern, California least (*Sterna antillarum browni*)
Toad, arroyo (*Bufo microscaphus californicus*)
Towhee, Inyo California (*Pipilo crissalis eremophilus*)
Trout, Lahontan cutthroat (*Oncorhynchus clarki henshawi*)
Trout, Little Kern golden (*Oncorhynchus aguabonita whitei*)
Trout, Paiute cutthroat (*Oncorhynchus clarki seleniris*)
Vireo, least Bell's (*Vireo bellii pusillus*)
Vole, Amargosa (*Microtus californicus scirpensis*)
Whipsnake, Alameda (*Masticophis lateralis euryxanthus*)
Woodrat, riparian (*Neotoma fuscipes riparia*)

Plants

Thornmint, San Diego (*Acanthomintha ilicifolia*)
Thornmint, San Mateo (*Acanthomintha obovata duttonii*)
Onion, Munz's (*Allium munzii*)
Alopecurus, Sonoma (*Alopecurus aequalis sonomensis*)
Fiddleneck, large-flowered (*Amsinckia grandiflora*)
Rock-cress, Hoffmann's (*Arabis hoffmannii*)
Rock-cress, McDonald's (*Arabis mcdonaldiana*)
Manzanita, Santa Rosa Island (*Arctostaphylos confertiflora*)
Manzanita, Del Mar (*Arctostaphylos glandulosa crassifolia*)
Manzanita, Presidio (*Arctostaphylos hookeri ravenii*)
Manzanita, Morro (*Arctostaphylos morroensis*)
Manzanita, Ione (*Arctostaphylos myrtifolia*)
Manzanita, pallid (*Arctostaphylos pallida*)
Sandwort, Marsh (*Arenaria paludicola*)
Sandwort, Bear Valley (*Arenaria ursina*)
Milk-vetch, Cushenbury (*Astragalus albens*)
Milk-vetch, Braunton's (*Astragalus brauntonii*)

Milk-vetch, Clara Hunt's (*Astragalus clarianus*)
Milk-vetch, Lane Mountain (*Astragalus jaegerianus*)
Milk-vetch, Coachella Valley (*Astragalus lentiginosus coachellae*)
Milk-vetch, Fish Slough (*Astragalus lentiginosus piscinensis*)
Milk-vetch, Peirson's (*Astragalus magdalenae peirsonii*)
Milk-vetch, coastal dunes (*Astragalus tener titi*)
Milk-vetch, triple-ribbed (*Astragalus tricarinatus*)
Crownscale, San Jacinto Valley (*Atriplex coronata notatior*)
Baccharis, Encinitas (*Baccharis vanessae*)
Barberry, Nevin's (*Berberis nevinii*)
Barberry, island (*Berberis pinnata insularis*)
Barberry, Truckee (*Berberis sonnei*)
Sunshine, Sonoma (*Blennosperma bakeri*)
Brodiaea, thread-leaved (*Brodiaea filifolia*)
Brodiaea, Chinese Camp (*Brodiaea pallida*)
Mariposa lily, Tiburon (*Calochortus tiburonensis*)
Pussypaws, Mariposa (*Calyptridium pulchellum*)
Morning-glory, Stebbins' (*Calystegia stebbinsii*)
Evening-primrose, San Benito (*Camissonia benitensis*)
Sedge, white (*Carex albida*)
Paintbrush, Tiburon (*Castilleja affinis neglecta*)
Owl's-clover, fleshy (*Castilleja campestris succulenta*)
Paintbrush, ash-grey (*Castilleja cinerea*)
Indian paintbrush, San Clemente Island (*Castilleja grisea*)
Paintbrush, soft-leaved (*Castilleja mollis*)
Jewelflower, California (*Caulanthus californicus*)
Ceanothus, coyote (*Ceanothus ferrisae*)
Ceanothus, Vail Lake (*Ceanothus ophiochilus*)
Ceanothus, Pine Hill (*Ceanothus roderickii*)
Centaury, spring-loving (*Centaurium namophilum*)
Mountain-mahogany, Catalina Island (*Cercocarpus traskiae*)
Spurge, Hoover's (*Chamaesyce hooveri*)
Amole, purple (*Chlorogalum purpureum*)
Spineflower, Howell's (*Chorizanthe howellii*)
Spineflower, Orcutt's (*Chorizanthe orcuttiana*)
Spineflower, Ben Lomond (*Chorizanthe pungens hartwegiana*)
Spineflower, Monterey (*Chorizanthe pungens pungens*)
Spineflower, Robust (*Chorizanthe robusta*)
Spineflower, Sonoma (*Chorizanthe valida*)
Thistle, fountain (*Cirsium fontinale fontinale*)
Thistle, Chorro Creek bog (*Cirsium fontinale obispoense*)
Thistle, Suisun (*Cirsium hydrophilum hydrophilum*)
Thistle, La Graciosa (*Cirsium loncholepis*)
Clarkia, Presidio (*Clarkia franciscana*)
Clarkia, Vine Hill (*Clarkia imbricata*)
Clarkia, Pismo (*Clarkia speciosa immaculata*)

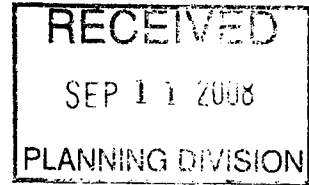
Clarkia, Springville (*Clarkia springvillensis*)
Bird's-beak, salt marsh (*Cordylanthus maritimus maritimus*)
Bird's-beak, soft (*Cordylanthus mollis mollis*)
Bird's beak, palmate-bracted (*Cordylanthus palmatus*)
Bird's-beak, Pennell's (*Cordylanthus tenuis capillaris*)
Cypress, Santa Cruz (*Cupressus abramsiana*)
Cypress, Gowen (*Cupressus goveniana goveniana*)
Larkspur, Baker's (*Delphinium bakeri*)
Larkspur, yellow (*Delphinium luteum*)
Larkspur, San Clemente Island (*Delphinium variegatum kinkiense*)
Spineflower, slender-horned (*Dodecahema leptoceras*)
Dudleya, Conejo (*Dudleya abramsii parva*)
Dudleya, marcescent (*Dudleya cymosa marcescens*)
Dudleyea, Santa Monica Mountains (*Dudleya cymosa ovatifolia*)
Dudleya, Santa Cruz Island (*Dudleya nesiotica*)
Dudleya, Santa Clara Valley (*Dudleya setchellii*)
Liveforever, Laguna Beach (*Dudleya stolonifera*)
Liveforever, Santa Barbara Island (*Dudleya traskiae*)
Dudleya, Verity's (*Dudleya verityi*)
Mallow, Kern (*Eremalche kernensis*)
Woolly-star, Santa Ana River (*Eriastrum densifolium sanctorum*)
Woolly-star, Hoover's (*Eriastrum hooveri*)
Daisy, Parish's (*Erigeron parishii*)
Mountain balm, Indian Knob (*Eriodictyon altissimum*)
Yerba santa, Lompoc (*Eriodictyon capitatum*)
Buckwheat, Ione (*Eriogonum apricum*)
Wild-buckwheat, southern mountain (*Eriogonum kennedyi austromontanum*)
Buckwheat, cushenbury (*Eriogonum ovalifolium vineum*)
Sunflower, San Mateo woolly (*Eriophyllum latilobum*)
Button-celery, San Diego (*Eryngium aristulatum parishii*)
Thistle, Loch Lomond coyote (*Eryngium constancei*)
Wallflower, Contra Costa (*Erysimum capitatum angustatum*)
Wallflower, Menzies' (*Erysimum menziesii*)
Wallflower, Ben Lomond (*Erysimum teretifolium*)
Flannelbush, Pine Hill (*Fremontodendron californicum decumbens*)
Flannelbush, Mexican (*Fremontodendron mexicanum*)
Bedstraw, island (*Galium buxifolium*)
Bedstraw, El Dorado (*Galium californicum sierrae*)
Gilia, Monterey (*Gilia tenuiflora arenaria*)
Gilia, Hoffmann's slender-flowered (*Gilia tenuiflora hoffmannii*)
Gumplant, Ash Meadows (*Grindelia fraxino-pratensis*)
Rush-rose, island (*Helianthemum greenei*)
Tarplant, Otay (*Hemizonia conjugens*)
Tarplant, Gaviota (*Hemizonia increscens villosa*)
Dwarf-flax, Marin (*Hesperolinon congestum*)
Tarplant, Santa Cruz (*Holocarpha macradenia*)

Howellia, water (*Howellia aquatilis*)
Goldfields, Burke's (*Lasthenia burkei*)
Goldfields, Contra Costa (*Lasthenia conjugens*)
Layia, beach (*Layia carnosa*)
Lessingia, San Francisco (*Lessingia germanorum*)
Lily, Western (*Lilium occidentale*)
Lily, Pitkin Marsh (*Lilium pardalinum pitkinense*)
Lupine, Nipomo Mesa (*Lupinus nipomensis*)
Lupine, clover (*Lupinus tidestromii*)
Malacothrix, island (*Malacothrix squalida*)
Monardella, willowy (*Monardella linoides viminea*)
Navarretia, spreading (*Navarretia fossalis*)
Navarretia, few-flowered (*Navarretia leucocephala pauciflora*)
Navarretia, many-flowered (*Navarretia leucocephala plieantha*)
Grass, Colusa (*Neostaphia colusana*)
Niterwort, Amargosa (*Nitrophila mohavensis*)
Grass, California Orcutt (*Orcuttia californica*)
Orcutt grass, San Joaquin (*Orcuttia inaequalis*)
Orcutt grass, hairy (*Orcuttia pilosa*)
Orcutt grass, slender (*Orcuttia tenuis*)
Orcutt grass, Sacramento (*Orcuttia viscida*)
Oxytheca, cushenbury (*Oxytheca parishii goodmaniana*)
Stonecrop, Lake County (*Parvisedum leiocarpum*)
Pentachaeta, white-rayed (*Pentachaeta bellidiflora*)
Pentachaeta, Lyon's (*Pentachaeta lyonii*)
Phacelia, island (*Phacelia insularis insularis*)
Phlox, Yreka (*Phlox hirsuta*)
Piperia, Yadon's (*Piperia yadonii*)
Allocarya, Calistoga (*Plagiobothrys strictus*)
Bluegrass, San Bernardino (*Poa atropurpurea*)
Bluegrass, Napa (*Poa napensis*)
Mesa-mint, San Diego (*Pogogyne abramsii*)
Mesa-mint, Otay (*Pogogyne nudiuscula*)
Potentilla, Hickman's (*Potentilla hickmanii*)
Sunburst, Hartweg's golden (*Pseudobahia bahiifolia*)
Sunburst, San Joaquin adobe (*Pseudobahia peirsonii*)
Watercress, Gambel's (*Rorippa gambellii*)
Butterweed, Layne's (*Senecio layneae*)
Rockcress, Santa Cruz Island (*Sibara filifolia*)
Checker-mallow, Keck's (*Sidalcea keckii*)
Checker-mallow, Kenwood Marsh (*Sidalcea oregana valida*)
Checker-mallow, pedate (*Sidalcea pedata*)
Jewelflower, Metcalf Canyon (*Streptanthus albidus albidus*)
Jewelflower, Tiburon (*Streptanthus niger*)
Seablite, California (*Suaeda californica*)
Grass, Fureka Dune (*Swallenia alexandrae*)

Taraxacum, California (*Taraxacum californicum*)
Mustard, slender-petaled (*Thelypodium stenopetalum*)
Penny-cress, Kneeland Prairie (*Thlaspi californicum*)
Fringepod, Santa Cruz Island (*Thysanocarpus conchuliferus*)
Bluecurls, Hidden Lake (*Trichostema austromontanum compactum*)
Clover, showy Indian (*Trifolium amoenum*)
Clover, Monterey (*Trifolium trichocalyx*)
Orcutt grass, Greene's (*Tuctoria greenei*)
Grass, Solano (*Tuctoria mucronata*)
Vervain, Red Hills (*Verbena californica*)
Crownbeard, big-leaved (*Verbesina dissita*)

September 2, 2008

In regards to: 49ers Stadium Project EIR



Jeff Schwilk, Associate Planner
City of Santa Clara
Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050

I recently attended the 49ers Stadium Project EIR scoping meeting on Tuesday, September 2, 2008. I would like the opportunity to voice my concerns regarding what impacts should be included in this EIR. Firstly, I would like to reiterate what the majority of concerned citizens voiced at the meeting, namely the impact this project will have on the quality of life for Santa Clara City residents in regards to the increased levels of traffic congestion in an already heavily impacted area. I would also like to add that the type of traffic associated with a football and concert stadium, such as an increase in driving while intoxicated, speeding, and littering, will also impact the quality of life for Santa Clara residents. Secondly, I would like to address the issue of the stadium being built directly adjacent to San Tomas Aquino Creek. This waterway is a direct link to San Francisco Bay, and any impacts related to water pollution runoff and garbage entering San Tomas Aquino Creek will also impact San Francisco Bay. Thirdly, according to a newsletter titled "*A summary of the City of Santa Clara's efforts to protect the environment,*" one of the City Council's 2007-2009 Principles and Priorities is to "affirm commitment to reduction of greenhouse gases..." How will the building of this stadium help to reduce greenhouse gases if it increases traffic congestion, which ultimately leads to an increase in tailpipe emissions? Additionally, will the architectural plan for this stadium include ways to reduce energy and water usage? Likewise, are there plans to reduce the amount of garbage to be generated, some of which will undoubtedly end up on our city streets and in our waterways?

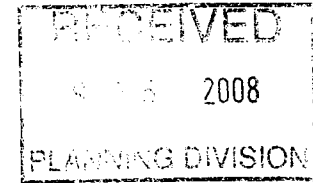
Thank you for your time and consideration,

A handwritten signature in black ink, appearing to read "CAF", with a long horizontal flourish extending to the right.

Carole Foster
3600 Benton St #30
Santa Clara, CA 95051
408-249-2504
cfoster@valleywater.org

Sept. 4, 2008

Paul and Maria Lazar
4898 Avenida de los Arboles
Santa Clara, CA 95054



Jeff Schwilk, Associate Planner
City of Santa Clara
Planning Division
1500 Warburton Avenue
Santa Clara, CA 95054

re: Content and Scope and of the 49ers Stadium Project Environmental Impact Report

Dear Mr. Schwilk,

The environmental impact report (EIR) which the City of Santa Clara is required to prepare should be comprehensive, detailed, and clear. The report should provide quantitative measures of the various impacts. Ideally these should be verifiable but if they are estimates the method used to create the estimate should be provided. If quantitative measures cannot be provided or estimated, some meaningful description of the extent of the impact should be given.

The environmental impacts will in general be greater the more often the stadium is used. The report should indicate the projected impact for various use levels, such as minimum (8 events per year), desired (such 30 events per year) and maximum (such as 60 events per year).

Below we have listed the items which we would like to see included in the report. This is not meant to be an exhaustive list. Please add these to any items you may already be planning to include in the report.

1.) Parking

Parking is clearly not sufficient. The EIR should indicate how the required 20,000 or more parking spaces will be provided. A projection of how many cars will park in the nearby residential areas should be included.

2.) Traffic

With 68,500 people coming in and out of the city for an event, the impact on traffic will be considerable. It will be more if the stadium is expanded to 75,000 seats. Will some streets need to be widened? Will additional traffic lights be required? Will more stop signs be required? Where? Will additional sidewalks

and walkways be required? Where? Will additional police services be required to direct traffic? How many? What is the projected increase in accident rates based on the increase in traffic? What is the projected delay in emergency response, such as fire or ambulance, based on the increase in traffic?

3.) Garbage, litter and graffiti

How much litter is projected to be left on city streets, sidewalks, private yards and business properties after an event? Will the city clean this up? How much effort will be involved? How much graffiti is anticipated on the stadium structure? Will the city clean this away? How much effort would be required?

4.) Carbon footprint

What is total amount of CO₂ and equivalents that will be released into the atmosphere during the construction of the stadium, related parking structures, roadways and walkways? The entire impact should be assessed, including that of mining and manufacturing all the materials which will be used, the transportation of all the materials, the transportation of the workers and the energy used during construction. How much is this in excess of the CO₂ and equivalents that would be released if the existing 49ers stadium near San Francisco were to be refurbished instead?

5.) Noise

What are the anticipated increases in noise levels at nearby residences for various types of events such as football, rock concerts, conventions and other meetings? How much would a retractable roof reduce these noise levels? How much would the added traffic contribute to noise?

6.) Water usage

How much water would the stadium facility use? Are the existing water mains into the city sufficient or would they need to be expanded? Would new wells need to be dug? How would this affect the water rates of the Santa Clara residents?

7.) Sewer facilities

Are the existing main sewer lines adequate for the proposed stadium? How much peak sewage would the stadium generate? Would this overload the existing sewer lines? Are more sewer lines needed? How would the stadium affect storm sewers? Are more storm sewers needed to service it? Describe the runoff scenario in the event of a major rainfall. Would there be excessive runoff or local flooding in the vicinity due to water collected by the stadium?

8.) Electrical power usage; natural gas usage

How much electric power would the stadium consume? What is the maximum projected? Would this affect utility rates in the city? How much natural gas would the stadium consume? Would this affect natural gas rates? How much total power, both gas and electric, would the stadium consume? How much peak power? What is the equivalent CO₂ footprint of this amount of power usage?

9.) Glare from lights

What is the projected height of the lights and what is the brightness of the lights?
Will they be visible from nearby homes? Will they be visible from nearby
businesses? How bright will they appear at the nearest home?

10.) Blocking of views; aesthetics

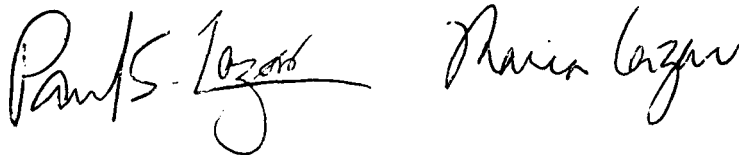
How many homes to the east of the stadium will be deprived of sunset views?
How many businesses? How many homes to the west of the stadium will be
deprived of views of the hills? How many businesses ?

Again, we would like to state that many of these impacts are dependent on use levels, such as minimum (8 events per year), desired (such 30 events per year) and maximum (such as 60 events per year) or other projected use levels. In these cases the impacts based on various use levels should be provided in the EIR.

We trust that you will give this EIR due diligence and address the various items of concern.

Thank you.

Sincerely,

Handwritten signatures of Paul and Maria Lazar. The signature on the left is 'Paul S. Lazar' and the signature on the right is 'Maria Lazar'.

Paul and Maria Lazar

Residents of Santa Clara for over 15 years.

Jeff Schwilk - stadium EIR

From: Kaz Joseph
To: Jeff Schwilk
Date: 9/9/2008 10:29 PM
Subject: stadium EIR

Jeffrey,

I'm not sure if this is part of the EIR, but my main concern is cost to those of us who live in Santa Clara. For all the impacts that are identified, I'd like to see some dollar value associated with each impact.

For example, if noise will be a problem, how will that impact housing values in affected neighborhoods? And if housing values decrease as a result, will the city be adversely affected in terms of lost property tax dollars?

This is just one example. There are a probably innumerable potential financial impacts, both on Santa Clara residents and businesses, as well as the city itself.

Thanks
Kaz

Jeff Schwilk - 49ers EIR scoping

From: Rich Hilgersom
To: Jeff Schwilk
Date: 9/11/2008 11:58 AM
Subject: 49ers EIR scoping

Hello Mr. Schwilk,

I just wanted to add four items to the proposed 49ers stadium EIR scoping.

1. The construction cranes will exceed the FAA Part 77 height restrictions by a wide margin. The Part 77 limits for the site are 271 feet (If you ask the California Department of Transportation Division of Aeronautics) or between the 308 and 358 (if you ask the County ALUC). This will require input from the FAA to determine if the flights will divert to the east of the stadium or to the west of the stadium. Since there is already an structure that is over the Part 77 limits to the west of the proposed stadium site (Great Americas Drop Zone at 224 feet) it is likely the North of 101 residents will be impacted by the flightpath change during construction.
2. The available parking numbers are not correct. During game days there is a large section of parking required for game day personnel, police, fire, news media, and player parking. The site must accommodate four buses in a secured area for the visiting team and it must have direct access out of the area for police escort. Additionally, the use of street parking on Centennial was required for the 49ers and the Soccer park to operate. Since the road will no longer exist there is a net loss of available parking for these sites.
3. The most common current use of the site is not parking. Having worked for the 49ers for over four seasons I know that the most common use of the site is for bus storage and police training. Finding another police training site will be very difficult since the sound of gunfire (blanks) and cars skidding around is not tolerated around many sites. I believe that the San Jose police are frequent users of the site.
4. There may be many more items but there has never been a public review of the stadium plans. The 49ers postponed the May presentation to the council members. It does not seem possible to start an EIR process if the project presenters refuse to answer any questions about the project.

Lastly to follow up on my initial concern.

The FAA NOTAM FDC 3/1862 http://tfr.faa.gov/save_pages/detail_3_1862.html is the specific NOTAM I was referring to.

This NOTAM will limit non-commercial aircraft operations at the San Jose airport on NFL game days. This may fuel a lawsuit from San Jose or aircraft owners and cause the removal of the the noise curfew program.

Regards,
Rich Hilgersom

Jeff Schwilk - Comments 49ers Stadium Project EIR Scoping

From: Duffield Milkie
To: Jeff Schwilk
Date: 9/15/2008 6:22 AM
Subject: Comments 49ers Stadium Project EIR Scoping
CC: Dick Kinzel;Peter Crage
Attachments: Cedar Fair Comments - 49ers Stadium Project EIR Scoping.pdf

Dear Mr. Schwilk, Attached please find Cedar Fair' 's comments regarding the 49ers Stadium Project EIR. Cedar Fair is requesting that the comments be taken into consideration in the development of the scope of the EIR. If you have any questions please feel free to contact me.

Thank you.

Duffield Milkie
General Counsel
Cedar Fair L.P.

From: Jay Keehan
To: Jeff Schwilk
Date: 9/15/2008 12:56 PM
Subject: EIR of 49er Stadium project

Mr. Schwilk,

I'm an 11 year resident of Santa Clara and feel very skeptical about the proposed stadium project. I strongly believe that option #13-Alternatives are the ones that should be considered in greatest detail.

As an individual who lives near Lawrence Expressway, I'm concerned about probable gridlock situation for several hours a day on at least 10 Sundays a year. In addition I live fairly close to Lawrence and I don't relish the thought of increased noise and pollution that game day traffic will undoubtedly entail. It's really difficult to envision what "mitigation" could occur to alleviate this potential situation. I suspect that the term "mitigation" is a meaningless balm to attempt to mollify recalcitrants reading the EIR.

Furthermore, it's really impossible for me to think of any way this project will bring benefit to me or the city as a whole. I don't view the NFL as a benevolent institution deserving of financial aid. I feel angry that so many people (like our good county accessor), most who don't even live in Santa Clara, want me to help pay for their nostalgia. I firmly believe that if this goes through it will have the potential to become the "Iraq" of the City. From our national debacle, I've learned again "experts" aren't credible when they have an apparent axe to grind and I'm equally suspicious of our own City Council.

There have to be more attractive alternatives for this area and city RDA funds than this.

Sincerely,

Jay Keehan
2010 Briarwood Dr.
Santa Clara CA 95051

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Jeff Schwilk - Comments on NOP -49ers Stadium EIR

From: Nancy Lang
To: Jeff Schwilk
Date: 9/15/2008 4:10 PM
Subject: Comments on NOP -49ers Stadium EIR

Dear Mr. Schwilk,

Concerning the relocation of the electrical substation, environmental effects of the relocation including the clean-up of any possible toxic wastes need to be studied.

A possible alternative to moving the substation would be to add a couple more levels to the proposed parking garage to make up for the surface parking spaces that would be gained by moving the substation.

The rights to use off-site parking facilities located throughout the industrial and commercial area within walking distance of the proposed stadium site need to be secured before any term sheet can be finalized because it will greatly impact the number of parking spaces that can be counted on as "available."

A temporary closure of Tasman Drive between Great America Parkway and Centennial Boulevard [with the exception of emergency vehicles] during significant events will virtually trap all vehicles in the new parking garage. Traffic flow patterns need to be carefully studied, especially for safety.

Please discuss the land use impact on the City of Santa Clara Golf Course that will be a result of the new stadium.

Quite obviously our City of Santa Clara Police will not be able to provide all of the security that is needed at the new stadium while maintaining the high quality of service that the citizens of Santa Clara have always depended on. Beside the need for crowd control there will certainly be increased crime associated with many of the events at the new stadium. How will the City of Santa Clara maintain high quality police protection especially to the residents and businesses in the vicinity of the new stadium?

I do not know if this following item belongs under the utilities section of the EIR or somewhere else. The added wear and tear on the roads surrounding the new stadium site including Highway 101, Santa Clara city streets, Sunnyvale city streets, and other nearby city streets needs to be considered.

Sincerely,

Nancy Lang

From: Carol McCarthy
To: lmcintosh@exponent.com
Date: 9/12/2008 7:33 PM
Subject: RE: 49ers Stadium

Dear Ms. McIntosh and Mr. Schibler:

Regarding public outreach on upcoming meetings at which the 49ers proposed stadium is planned for discussion, in addition to our online information, we have a notification list of interested parties (the list that we have added you to). These notifications are via email or U.S. Mail, whichever is preferred. We also post meeting notices at City Hall and at City Libraries. In addition, we send the notices to the media asking for their coverage consideration for public information. When there is sufficient advance notice, we also post information in other available City resources, such as the City's quarterly newspaper, and other outlets.

Council has committed to a vote of the citizens on the stadium proposal, and your request that the vote be "binding" is noted. We have discussed "binding" vs. "advisory" ballot measures at several City Council meetings. All the past reports are online at:

http://santaclaraca.gov/city_gov/49er_stadium_proposal_agenda_rpts.html

One report may be helpful to you. It was on the City Council Agenda of March 4, 2008, and was a report from the City Attorney regarding the types of ballot measures and their related issues. Here is a link.

<http://santaclaraca.gov/pdf/collateral/49ers-20080304-Rpt-from-City-Attorney-regarding-Ballot-Measures.pdf>

In this report, the City Attorney states that "Any initiative or referendum may be 'binding' in the sense that the City is duty-bound to follow the outcome of the election." In reviewing the other Agenda Reports on ballot measures, the reports note that the City has had many ballot measures, both binding and advisory, over the past 20 years. In all cases, the City Council has followed the will of the voters. And the City Attorney points out in her memo that "the expressed will of the people is certainly a strong political statement, and in that sense is binding politically." Also, the City Attorney's memo clarifies that by law we cannot have a "binding" vote until the CEQA (EIR) process is complete. Staff is currently working on the EIR process, but we do not know when it will be complete; it could take as long as 12 to 18 mos. in total. Originally staff hoped to have the negotiations and Term Sheet for the project complete in July of 2008, with a vote this November. That would have been before the completion of the EIR, and that is where the discussion of binding vs. advisory initially arose and was discussed publicly. The discussion at the Council meeting was how to structure a vote so that it could be "binding" without violating the law, since the CEQA/EIR process was not complete. The point became moot recently when we determined that the negotiations/Term Sheet development could not be completed in time for a ballot measure to be held this November. The discussions have taken longer than originally anticipated, so staff requested and Council extended the allowed negotiation time to February of 2009. It is possible that we may have the EIR completed in Spring of 2009, and if that is the case, it may be possible to have binding language on the November 2009 ballot.

When the negotiations are concluded, and a Term Sheet is reached, estimated in February of 2009, the City Council will take action on whether or not this project should move forward. If they feel the Term Sheet includes sufficient benefit to Santa Clara, after discussion at a Council meeting and the receipt of public comment on the topic, if the majority of the Council votes in favor of moving the project forward, they have already committed to placing the matter before the voters and putting it on the ballot, most likely in the third quarter of 2009. The Council will also determine the timing of the ballot measure, and what type of measure it will be, during a City Council meeting. The decision whether or not to move the proposal forward, and if applicable, the subsequent discussion of a ballot measure, could occur at the same meeting. It could also occur at more than one meeting. Regardless, you will receive notice of this. We agree with you that the public should be kept informed, and will be promoting these significant decision points as widely as possible for public information and participation.

I hope that this information is helpful to you, Ms. McIntosh and Mr. Schibler. As I mentioned previously, your email and your concerns about the ballot measure will be added to the public record of discussion on the 49ers proposal for a football stadium on City owned land. Thank you for writing to the City with your concerns and your thoughts about the matter.

If you are attending, I hope you enjoy the Santa Clara Art & Wine Festival this weekend. Should be a great event. I'm looking forward to it.

Sincerely,
Carol McCarthy

>>> Laura McIntosh 9/8/2008 2:52 PM >>>
Dear Ms McCarthy,

Thank you very much for your email letting us know that our note was received and reviewed. As you state, it was not clear that the purpose was to discuss the EIR. We appreciate your offer to put our names on an email list to receive notification of future meetings - however, I hope that the city publicises the meetings to the entire community as an outreach effort rather than expecting people to visit the city website regularly to see what is happening at the city council. As a two parent working family, checking the city website is simply not part of our regular priorities (and actually seems rather cynical), whereas the permanent development of a public stadium will affect the community for generations and should be fully discussed by the community.

We also feel that a binding public vote is a priority for this development regardless of the time the EIR is finished. The media reports seemed to indicate that if the EIR was not ready by a certain time, there would be no binding public vote and the final decision would be the City Council's vote. Is this true?

Thank you,

Laura McIntosh and Jim Schibler

-----Original Message-----

From: Carol McCarthy [<mailto:cmccarthy@santaclaraca.gov>]
Sent: Monday, September 08, 2008 10:30 AM
To: Laura McIntosh
Cc: Jeff Schwilk; City Manager; MayorandCouncil; Planning
Subject: Re: 49ers Stadium

Dear Ms. McIntosh and Mr. Schibler:

Your email to the Mayor and Council was distributed to them on the day that it was received.

The meeting of Sept. 2 was to hear from the public about specific issues that they would want included in an Environmental Impact Report on the stadium proposal. It was not to debate whether or not the project moves forward, or to discuss financing, etc. The City posted copies of the meeting notice at City Hall and the Library, and also placed the information on the City's website. I am sorry that there was confusion in the media about the purpose for the meeting.

Overall, the City is continuing its non-binding negotiations with the 49ers to clarify and document the understandings of all parties involved in the proposed stadium project. The City has extended the negotiation

period to Feb. 1, 2009. Council would then vote to either stop pursuing the issue at that time, or to move the proposal forward. If the decision is to move the proposal forward, then subsequently there would be a ballot measure for Santa Clara voters in 2009.

Ms. McIntosh and Mr. Schibler, due to your interest, the Planning Dept. will add your name (email address) to the notification list for future meetings where the 49ers proposed stadium is planned for discussion.

Your concerns about stadium financing and financial return to the community have also been noted, and will be added to the record of public discussion on this issue.

Thank you, Ms. McIntosh and Mr. Schibler, for taking the time to write to the City to provide your comments on this issue.

Sincerely,
Carol McCarthy
City Manager's Office

>>> lmcintosh@exponent.com 9/2/2008 3:56 PM >>>

The following has sent a message:

Name: Laura McIntosh, Jim Schibler

Email: lmcintosh@exponent.com

Comments: To the City Council,

Today, Sept 2nd, we learned from the internet that meetings were being held TODAY to discuss the 49ers stadium. For such an important decision, we are surprised that as city residents we were not given advance notification of these meetings. We cannot attend with such late notice, but we would like to state our total opposition to the stadium, regardless of the proposed public access facilities and other perks intended to sell the stadium to the community. I do not believe that community monies should be spent in support of professional athletics, and my utility reserve dollars should not create traffic jams in my community. I have not been convinced that the tax revenue projections will result in a net gain to Santa Clara. Please vote 'no' against the 49ers stadium construction.

Laura McIntosh and Jim Schibler
3496 Cooper Drive
Santa Clara, CA 95051

Jeff Schwilk - Input re: EIR for Santa Clara Football Stadium

From: Stephen Ricossa
To: Jeff Schwilk
Date: 9/16/2008 5:19 PM
Subject: Input re: EIR for Santa Clara Football Stadium

Mr. Jeffrey Schwilk

Project Manager

City of Santa Clara Planning

Dear Mr. Schwilk,

I would just like to add my input to the Stadium EIR. I realize that parking and congestion is an important environmental factor which must be addressed.

However, it is also important to factor in the various modes of public transit which already exist and are readily deployable for game-day situations to handle the significant extra loads. This is a significant environmental advantage. There would be no environmental disruptions necessary to create public transportation for this site.

In other words, if a comparable stadium were to be built in some outlying location, there would be significant extra cost and environmental disruption in the construction of roads and rail lines. Thus, the Santa Clara solution is an overall more environmentally friendly solution.

Steve Ricossa
Santa Clara Resident

Jeff Schwilk - PUBLIC v. Private

From: charsjcca@aim.com
To: Jeff Schwilk
Date: 9/19/2008 11:26 AM
Subject: PUBLIC v. Private
CC: John Peterson

Dear Jeff: I came by to speak with you today re: the progress of the SF Niners stadium project. My interest has been whetted by the certain 'adventure' associated with the role public money is to play. Having had some interaction with the NFL during expansion in 1992, I have a sense off what this partnership means. I am strongly inclined to insist that the framework orchestrated by late Commissioner Pete Roselle is an unmistakable entitlement accruing to NFL teams. So long as these numbers are in play I can not say that public money is needed. Using the television revenue that come to each team as the base, I can see that building the fiscal infrastructure from there would preclude needing public money. The capacity should be evident to investors.

Because you were not available I was directed to Jeff Peterson as a person who knew about Redevelopment funding. Our conversation converged around one item. Trying to make a case for public participation in funding this project is NOT valid.

Unless the City of Santa Clara is the sole owner/operator the discussion of parking fees, stadium rental, hotdogs and soda is irrelevant. The television revenue is what creates the legitimate revenue stream, a contract the Niners can take to the bank.

Hence, they can pay their use bill. Additionally, I do not know how a city can own a football team, with a straight face. Would you want that liability?

In closing, I know there are private sources for helping finance this venture. Either the Niners want a stadium they own or will willingly sign a 100 year lease. Either way, the people will not be at risk.

I will be in touch.

All Blessings,

Charles McGee

Find phone numbers fast with the [New AOL Yellow Pages!](#)

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME:	BRUCE DEWING
ADDRESS:	4937 AVENIDA DE ANGEUNA SANTA CLARA 95054
TELEPHONE:	408 492-1446
E-MAIL:	bruce.dewing@imco.com
I wish to receive notice of public hearings for this project: <input type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
<ul style="list-style-type: none"> • growth over time in area • light from stadium standards • pkg garage • pkg in neighborhoods (pay to park) • attract pkg impact • airport - banner planes over neighborhoods • can't turn off concerts 	

19.17.30

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME:	Kieran Alcorn
ADDRESS:	2259 Lenox Pl. 95054
TELEPHONE:	408-685-6826
E-MAIL:	Kieran @ fanforce.net
I wish to receive notice of public hearings for this project: <input checked="" type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
<ul style="list-style-type: none"> • traffic congestion before, during, after game • air quality - construction • leaking of oil / ant freeze • noise - construction • runoff to creek / river / bay • burrowing owls, other wildlife related to wetlands • safety of neighborhood (foot traffic, break ins, graffiti) • utility impacts / solid waste 	

Visual impacts (sunsets)



19:04 : 40

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME :	Stephen Hazel
ADDRESS:	2408 Mainline Dr Santa Clara, Ca - 95051
TELEPHONE:	
E-MAIL:	
I wish to receive notice of public hearings for this project: <input checked="" type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
Noise : how about retractable roof - could impact	
Parking - ^{large area} conflict between stadium use and	
GAD theme park (no company has given an OK)	
- secured parking lots	
- week night games and other events	
AM/PM traffic, particularly evening	

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME :	MIKE SAGE
ADDRESS:	3636 EASTWOOD CIRCLE SANTA CLARA 95054
TELEPHONE:	(408) 756-0866
E-MAIL:	MKSAGE@EARTHLINK.NET
I wish to receive notice of public hearings for this project: <input checked="" type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
traffic - evening traffic congestion in that	
area; diversion of traffic to other routes:	
Lafayette, 237, 101, Lawrence	
Air Quality - more vehicles, idling	

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME:	Karen Hardy
ADDRESS:	2998 Gerald Ave
TELEPHONE:	
E-MAIL:	Khardyca@comcast.net
I wish to receive notice of public hearings for this project: <input type="checkbox"/>	

Input on Content and Scope of the Environmental Impact Report:

- Noise: airport (approach v. landing) in conjunction w/ stadium
- Light: neighborhood
- Traffic: no. of mass transit trips
light rail capacity / effect on street movement
impacts in Sunnyvale
- Stormwater / Water impacts & Hetch Hetchy dependency
- evaluate impacts beyond game effects
- Visual resources for distance views
- other land use possibilities

19:03

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME:	Rich Hilgersom
ADDRESS:	1852 Clifford St Santa Clara CA 95050
TELEPHONE:	408-261-2018
E-MAIL:	gotoplanc@stadiumfigures.com
I wish to receive notice of public hearings for this project: <input type="checkbox"/>	

Input on Content and Scope of the Environmental Impact Report:

- ✓ There are no other NFL stadiums in a sound contour of an airport
see: stadiumfigures.com
- FAA review due to location being 3NM from airport
 - affect service / curfew
 - FAA jurisdiction

18:52:00

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME :	Bill BAILEY
ADDRESS:	1009 LAS PALMAS DRIVE SANTA CLARA, CA
TELEPHONE:	
E-MAIL:	william.bailey@yahoo.com
I wish to receive notice of public hearings for this project: <input type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
ELECTRIC, WATER, SEWER UTILITIES	
<ul style="list-style-type: none"> • supply and impacts on future growth plans • EIR should look @ all sources and demands from City's resources (i.e. residential supplies) <ul style="list-style-type: none"> • subsidence • Hetch Hetchy costs • storm drain/treatment costs 	

18:55

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME :	Baron FLECK
ADDRESS:	
TELEPHONE:	
E-MAIL:	
I wish to receive notice of public hearings for this project: <input type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
<ul style="list-style-type: none"> • reasonably foreseeable effects should include sensitive receptors w/in 2 mi • 2 mile radius is appropriate - risk analysis (more sensitive receptors @ stadium) • 2 mile radius is endorsed by SCLG • 2 mile radius includes zoning that allows use of chemicals • 2 " " - City has history of releases • need shelter in place 	

10:49

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME :	James Bowen
ADDRESS:	
TELEPHONE:	
E-MAIL:	
I wish to receive notice of public hearings for this project: <input type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
<ul style="list-style-type: none"> • Automobile traffic • Pre date land use • Noise - GA 	

10:50:45

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME :	JAMES MATHRE
ADDRESS:	2375 AVENIDA DE GUADALUPE SANTA CLARA 95054
TELEPHONE:	408 - 988-0943
E-MAIL:	JLMATHRE@HOTMAIL.COM
I wish to receive notice of public hearings for this project: <input type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
<p>BE SURE THERE ARE PEDESTRIAN OVER PASSES ON TASMAN AND GREAT AMERICA, INCLUDING ACCESS TO THE LIGHT RAIL STATION VIA OVERPASS.</p> <p>ANYTHING TO KEEP PEOPLE FROM BLOCKING CAR TRAFFIC WILL HELP CARS TO LEAVE THE PARKING LOTS FASTER. GREEN LIGHTS TO 101 & 237 WILL ALSO HELP.</p> <ul style="list-style-type: none"> - get people out ASAP - coordinate signals - noise poll! 	

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME :	MARY CAGE
ADDRESS:	2777 ESTELLA Dr.
TELEPHONE:	(408) 246-7234
E-MAIL:	
I wish to receive notice of public hearings for this project: <input type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
Traffic/housing/City Planning/Population/Air Use	
Summer Hill/Old Kaiser Site/Other New Housing	

It's not just about parking. People need to get to and from the stadium - Mass transit, shuttle services, walking paths, security, crossing guards

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME :	KEVIN PARK
ADDRESS:	982 PEPPER TREE CT SANTA ANA CA 95051
TELEPHONE:	
E-MAIL:	
I wish to receive notice of public hearings for this project: <input checked="" type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
<ul style="list-style-type: none"> How much of the EIR is already complete, and which portions? I understand that this EIR was started over two months ago. When I go to San Francisco, I am often stuck in 280/92/101 freeway traffic from San Francisco ball games. How do the major expressways near the stadium stack compare to 101 and 280? Especially with the college and Mercado nearby. Variance would allow stadium parking to impact non-stadium parking areas and businesses. We should try to preserve the life and work quality for the people already there. We need to consider mass transit and other concerns, especially justifying new services or utilities, by looking at both game-time and off-hour stadium use. Focus on creek protection from post-/pre-game parties, as well as festivities during the games. 	

**The 49ers Stadium Project
 ENVIRONMENTAL SCOPING MEETING
 SPEAKER CARD
 September 2, 2008**

NAME:	Miles BARBER
ADDRESS:	1700 CIVIC CENTER
TELEPHONE:	244-7887
E-MAIL:	miles@admissionbenefit.com
I wish to receive notice of public hearings for this project: <input type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
• economic value cannot go unnoticed value to community	
• economic return	
• PD work on traffic flows	

~~AP~~
4:15:00

**The 49ers Stadium Project
 ENVIRONMENTAL SCOPING MEETING
 SPEAKER CARD
 September 2, 2008**

NAME:	James Lee
ADDRESS:	1911 BOWERS AVE
TELEPHONE:	408-687-2122
E-MAIL:	JLee7up@AOL.com
I wish to receive notice of public hearings for this project: <input type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
• Noise study - ambient	

4:01:00

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME :	Burt
ADDRESS:	
TELEPHONE:	707-444-1111
E-MAIL:	frustee@mc
I wish to receive notice of public hearings for this project: <input type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
<ul style="list-style-type: none"> • traffic parking • MC has thousands of parking spaces available 	

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

Kieran

NAME :	CIARAN O'DONNELL
ADDRESS:	2745 WARBURTON AVENUE
TELEPHONE:	408 983 0490
E-MAIL:	CIARAN@ALUMNI.UWATERLOO.CA
I wish to receive notice of public hearings for this project: <input checked="" type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
I WILL WRITE A LETTER	
<ul style="list-style-type: none"> • 10% reduction in GHG w/ 11,000 p/c • don't treat project in isolation <li style="padding-left: 20px;">Fairfield: GBI • local temps above averages • covering topsoil w/ cone 	

15:56:35

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME:	Alex Morgan
ADDRESS:	1779 GRAHAM LN SE.
TELEPHONE:	408 244 6384
E-MAIL:	
I wish to receive notice of public hearings for this project: <input checked="" type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
<ul style="list-style-type: none"> • NOISE • Quality of Life • recognize airport plans • cumulative expressways, outdoor PA, amusement park, airport - Noise level • Noise ord 	

~~4:00~~ 4:00

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME:	ROBERT HOOP
ADDRESS:	1489 KINGFISHER WAY SUNNYVALE
TELEPHONE:	408-749-9496
E-MAIL:	
I wish to receive notice of public hearings for this project: <input type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
<p>ADDITIONAL INCREASED TRAFFIC DIMINISHES QUALITY OF LIFE FOR LOCAL COMMUNITIES. THEREFORE I AM ADAMANTLY OPPOSED TO A 49ERS STADIUM IN SANTA CLARA</p> <p>101, Central Expressway, ECP</p>	

3:53:30

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME:	PAT Fletcher
ADDRESS:	1322 Sandia Ave Sunnyvale
TELEPHONE:	408 730-9374
E-MAIL:	fletch1322@hotmail.com
I wish to receive notice of public hearings for this project: <input checked="" type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
Traffic - Noise - Homes - Park - School - Lakewood Village (Sunnyvale)	
. high speeds	
. crossing guards / traffic control	
o Sandia provide quick easy access	

15:54:40

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME:	ERIC Aker
ADDRESS:	2439 South Dr Santa Clara 95051
TELEPHONE:	408-241-8411
E-MAIL:	
I wish to receive notice of public hearings for this project: <input type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
o Traffic Quality of Life Cost effective, Crime	
Opposed to Stadium	
o not part of current General Plan	
o evacuation plans from Stadium / surrounding areas	
infrastructure	

3:47:00

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME:	OSCAR BAZURTO
ADDRESS:	2921 MILES DRIVE SANTA CLARA, CA 95051
TELEPHONE:	(408) 554-9384
E-MAIL:	

I wish to receive notice of public hearings for this project:

Input on Content and Scope of the Environmental Impact Report:

① TRANSPORTATION & CIRCULATION
 WHAT JOINT EFFORTS HAVE BEEN MADE WITH ADJACENT CITIES IMPACTED BY THE PROPOSED 49ER STADIUM I.E. CITY OF SJ, SAN JUAN VALLE, ETC.

② PUBLIC SERVICES
 INCREASE DEMANDS OF POLICE & FIRE PROTECTION I.E. INCREASING STAFFING, WHAT IS THE CURRENT MUTUAL AID AGREEMENTS OR LACK THERE OF.

No. 5T
 Cisco
 peak hr flows
 1st responder needs
 plan
 EHS

3:51:40

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME:	BILL BAILEY
ADDRESS:	1009 LAS PALMAS DRIVE S. CLARA
TELEPHONE:	
E-MAIL:	williamfbailey@yahoo.com

I wish to receive notice of public hearings for this project:

Input on Content and Scope of the Environmental Impact Report:

✓ TRAFFIC & PARKING
 Dec 4 2007 @ CC last addressed
 ✓ 51,000 by car
 ✓ look @ assumptions for
 ✓ willingness of nearby properties to participate

3:43

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME:	James Down
ADDRESS:	PO BOX 231 SANTA CLAY, CA 95255
TELEPHONE:	408 561 1226
E-MAIL:	J.DOWN@STANFORD.EDU
I wish to receive notice of public hearings for this project: <input type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
✓ Issues on mass	
TRANSIT	
<ul style="list-style-type: none"> • 4 bus lines - to transit centers • floodline • air craft flyover • land use - setting / conflicting or compatible uses 	

3:45:50

30 Sec

**The 49ers Stadium Project
ENVIRONMENTAL SCOPING MEETING
SPEAKER CARD
September 2, 2008**

NAME:	VAN LANGSTON
ADDRESS:	2935 MARIETTA DR
TELEPHONE:	408-243-7511
E-MAIL:	LANGL92@SBCGLOBAL.NET
I wish to receive notice of public hearings for this project: <input type="checkbox"/>	
Input on Content and Scope of the Environmental Impact Report:	
① How much time will the city have to use the stadium when not being used by the 49ers?	
② Will the city get a % of the game gate?	