FINAL EIR

ENVIRONMENTAL IMPACT REPORT

Lawrence Station Area Plan

SCH No. 2015022059

The City of Santa Clara
Planning Division, City Hall
Santa Clara, CA 95050

October 2016

This page intentionally left blank

TABLE OF CONTENTS

Volume 1 – Response to Comments Document

Volume 2 – Lawrence Station Area Plan Draft Environmental Impact Report and Appendices

This page intentionally left blank.

VOLUME 1 – RESPONSE TO COMMENTS DOCUMENT

1.0 INTRODUCTION

The City of Santa Clara (City) prepared a draft Environmental Impact Report (draft EIR) for the Lawrence Station Area Plan (LSAP), pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.). The draft EIR was released for public review on August 2, 2016 for a 45-day circulation period. During this time, paper copies of this document were available at the City of Santa Clara Community Development Department office and the City of Santa Clara Central Park Library. The document is also available online at www.santaclaraca.gov/CEQA.

Ten comment letters on the draft EIR were received by the City. This Response to Comments document responds to those written comments and provides clarification to the text in the draft EIR.

1.1 PURPOSE OF THIS DOCUMENT

Per CEQA, the City is required to consult with public agencies with jurisdiction related to the LSAP project and provide the general public an opportunity to review and comment on the draft EIR. As the lead agency, the City is also required to address comments received during circulation that raise issues with the environmental analysis.

This document includes responses to ten comments raised during the 45-day public review period from August 2, 2016 to September 16, 2016. On October 12, 2016, the City received a late comment letter from the California Department of Transportation. Although not legally required to do so, the City has responded to the late comment letter, and included the comment letter

and response in the final Environmental Impact Report (final EIR). This document also describes appropriate changes, additions, clarifications, or correction to the information presented in the draft EIR. Responses and revisions in this document are intended to substantiate and confirm or correct analyses presented in the draft EIR.

This document does not raise new significant environmental impacts. No substantial increase in the severity of an earlier identified impact has resulted from responding to comments.

Comments that express an opinion about the merits/demerits of the project or project alternatives (rather than the adequacy of the draft EIR) are not examined in detail in this document. Additionally, this document does not respond to comments regarding financial concerns or project design that do not result in a physical environmental impact. However, these comments are noted, and are now part of the administrative record and will be considered during the project approval process.

Together, the draft EIR and this Response to Comments document constitute the final EIR for the LSAP project. Accordingly, the final EIR is provided for consideration and certification by the City.

1.2 PROJECT OVERVIEW

The City proposes the LSAP as a planning effort to revitalize the area surrounding the Lawrence Caltrain Station. The draft EIR analyzed implementation of the LSAP and associated projects that would be developed within the LSAP in the near- and future-term. The approximately 65-acre study area falls within the 92-acre Lawrence Station Focus Area identified in the Santa Clara 2010-2035 General Plan (General Plan).

According to the General Plan, the study area is currently developed with light industrial and office uses, some of which are vacant, with large expanses of surface parking lots. The objective of the LSAP is to transform this underutilized area into a pedestrian-friendly, mixed-use community that will encourage efficient use of available land and infrastructure. Future projects developed within the study area would adhere to these goals and objectives.

The LSAP proposes a buildout of 3,500 residential dwelling units, 104,000 square feet of retail, and 6.3 acres of public open space. The City intends to achieve a residential density of 45 to 56 dwelling units per acre within the study area. The LSAP would require a General Plan amendment from Light Industrial to allow the proposed land uses and rezone from ML (Light

Industrial) to zoning districts that implement the proposed General Plan designations. The LSAP would also require an amendment to the Santa Clara Climate Action Plan.

The draft EIR evaluates the LSAP on both a program- and project-level. The program-level analysis considers the overall LSAP design strategy and future development on the LSAP site, while the project-level analysis considers specific development plans from three individual applicants (collectively referred to as "Phase 1"). Components of the draft EIR include a description of the project, identification of significant or potentially significant impacts, recommended mitigation to avoid or minimize significant impacts, and consideration of alternatives to the proposed LSAP.

Three applicants (Westlake Urban, LLC; SummerHill Housing Group; True Life Companies) have submitted development plans for residential and commercial land uses within portions of the study area for the City's consideration. The Phase 1 projects are evaluated at a project-level environmental review. The individual applicants intend to apply for project entitlements subsequent to adoption of the EIR.

1.3 ELEMENTS OF THE FINAL EIR

CEQA Guidelines § 15132 require a final EIR to consist of the following elements:

a) The draft EIR or a revision of the draft EIR

b) Comments and recommendations received on the draft EIR either verbatim or in summary

c) A list of persons, organizations, and public agencies that commented on the draft EIR

d) The responses of the lead agency to significant environmental points raised in the review and consultation process

e) Any other information added by the lead agency.

Printed copies of this Response to Comments document contain CD copies of the draft EIR. Copies of this document will be provided to those who provided comments on the draft EIR. A copy of the administrative record is available at the City of Santa Clara Community Development Department office located at 1500 Warburton Avenue, Santa Clara, CA 95050.

The following components of this Response to Comments document, in combination with the draft EIR, constitute the final EIR for the project:

- **Chapter 1.0, Introduction.** This chapter presents the purpose of this document, provides an overview of the project, and describes the elements of the final EIR.
- **Chapter 2.0, Response to Comments.** This chapter contains copies of the written comments received on the draft EIR, "Master Responses" that have been prepared to address common issues or themes identified in a number of the written comments, and individual responses to the comments.
- **Chapter 3.0, EIR Text Revisions.** This chapter contains text changes to the draft EIR that reflect additions, corrections, and clarifications resulting from preparing responses to comments on the draft EIR and/or staff initiated changes. These changes are incorporated into the draft EIR as part of the final EIR.
- **Chapter 4.0, Mitigation Monitoring and Reporting Program.** Pursuant to CEQA Guidelines §15097, this chapter contains the Mitigation Monitoring and Reporting Program (MMRP) for the project. The MMRP includes all proposed mitigation measures, the party responsible for implementation, the party responsible for monitoring, the timing of the mitigation, and the monitoring action to ensure compliance.

2.0 RESPONSE TO COMMENTS

2.1 INTRODUCTION

This chapter lists the agencies, organizations and individuals who provided comments on the draft Environmental Impact Report (draft EIR), provides copies of written comments received, and responds to those comments. As required by the California Environmental Quality Act (CEQA), these responses address issues with the environmental analysis raised by commenters during the review period (Pub. Res. Code Section 21091(d); CEQA Guidelines §15088(a), 15132). The City of Santa Clara (City) has addressed concerns and suggestions regarding the adequacy and accuracy of the draft EIR as well as provided responses to all commenters prior to consideration of the final EIR for certification (Pub. Res. Code §21092.5).

The key purpose of reviewing a draft EIR includes checking for accuracy, detecting omissions, and discovering public concerns (CEQA Guidelines §15200, 15204). For this document, the following conventions are used where the text of the draft EIR has been revised in response to a comment or concern: text added to the draft EIR is shown in underline, and text deleted from the draft EIR is shown in ~~strikethrough~~. These text changes also appear in **Chapter 3.0, EIR Text Revisions.**

Multiple comments received on the draft EIR raised the same topic or concern. Rather than repeat responses to such comments, the City provided comprehensive Master Responses in **Subsection 2.2.1, Master Responses**. Individual, point-by-point responses to each comment are provided in **Subsection 2.2.2, Individual Responses**.

2.2 LIST OF COMMENTERS

The City received ten comment letters on the draft EIR. **Table 2-1** summarizes the public agencies and individuals that provided a comment letter.

Table 2-1 Index of Comments

Number	Date of Comment	Commenter
Regional Agencies		
R1	September 19, 2016	Bay Area Air Quality Management District
R2	September 16, 2016	City of Sunnyvale
R3	September 15, 2016	Santa Clara Unified School District
R4	September 16, 2016	Santa Clara Valley Transportation Authority
R5	September 16, 2016	Santa Clara Valley Water District
R6	October 12, 2016	California Department of Transportation
Individuals		
I1	September 16, 2016	Friends of Caltrain
I2	September 16, 2016	Sierra Club Loma Prieta Chapter
I3	September 14, 2016	The True Life Companies
I4	September 15, 2016	Westlake Urban, LLC

Source: Cirlcepoint, 2016

2.3 RESPONSE TO COMMENTS

An alpha-numeric indicator was assigned to each comment letter. The alpha indicator describes the commenter's organization (i.e., R = regional agency and I = individual) and the numeric indicator reflects the order the comment letter is addressed. Each individual comment (within a comment letter) is numbered to correspond to the alpha-numeric indicator (i.e., R1-1, R1-2, R1-3, etc.). Accordingly, each response within this chapter corresponds to comment letter's alpha-numeric indicator. For example, Letter R-1, Comment R1-1 is addressed in response R1-1.

2.3.1 MASTER RESPONSES

Master Response 1

Several comments were received regarding the implementation of a transportation demand management (TDM) plan. Please refer to those

comments R4-6, R6-4, R6-5, R6-6, I1-1, I1-2, I2-2, I2-11, and I2-12 in this chapter for a full description.

The goal of a TDM plan is to decrease vehicular trips and vehicular miles. TDM measures would increase travel options, provide incentives to modify travel behavior, and reduce travel distance with efficient land-use planning. The draft EIR offers TDM strategies including, but not limited to, preferred carpool; vanpool parking, enhanced pedestrian access, bicycle storage; parking management, etc. Appendix E of the draft EIR includes additional TDM measures that could be included in the applicant's TDM plan. Applicants and future developers within the LSAP are required to prepare and implement a TDM plan that would reduce residential-generated traffic by a minimum of 10 percent as a condition of approval.

In addition, the LSAP aims to create a mixed-use community that encourages walking, biking, and use of public transit as part of an everyday routine. Projects that would be allowed under the LSAP would be located within walking distance (0.25 mile) of the Lawrence Caltrain Station, while enhancing local pedestrian and bicycle facilities. Complementary land uses proposed within the LSAP study area would allow people to reduce off-site trips by taking advantage of services provided within the study area. Between these LSAP goals and TDM requirements, projects within the LSAP would comply with the City's Climate Action Plan objective requiring a 20 percent reduction in vehicle miles traveled associated within new residential projects in this portion of the City. Constructed and occupied projects will be required to provide annual monitoring reports to the City that demonstrate compliance with TDM goals.

Master Response 2

Several comments were received expressing concern regarding the substance of the LSAP (see comments R6-5, I2-8, and, I2-9). These comments do not address CEQA-related topics, and are not relevant to the adequacy of the draft EIR. Nonetheless, these comments are part of the administrative record and will be considered during the project approval process.

2.3.2 INDIVIDUAL RESPONSES

This subsection addresses individual comments. A copy of the original comment letter is provided followed by the City's response.

Letter R1

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

R1-1

R1-2

September 19, 2016

City of Santa Clara Planning Division
John Davidson, Principal Planner
1500 Warburton Avenue
Santa Clara, CA 95050

RE: Draft EIR for the Lawrence Station Area Plan

Dear Mr. Davidson,

Bay Area Air Quality Management District (Air District) staff appreciates the opportunity to review the Draft EIR for the Lawrence Station Area Plan (LSAP). The LSAP has been prepared for an approximately 73 acre area located southeast of the intersection of the Lawrence Expressway and Central Expressway, one block from the Lawrence Caltrain Station. The proposed plan would allow for the demolition of existing vacant and industrial buildings and the development of 3,500 new residential dwelling units, 104,000 square feet of retail space, and approximately 6.3 acres of public open space. Three development projects are being proposed at the same time as the plan itself, and they would be built as Phase 1 of the project. Those projects are also analyzed in the Draft EIR.

The Air District commends the City of Santa Clara for creating a plan with mixed use and high density housing that brings housing to a non-residential area within walking distance of transit. This type of development has many benefits, including helping the Bay Area to reduce vehicle miles traveled and greenhouse gases and to improve air quality.

Air District staff is concerned that the DEIR uses consistency with the City's 2013 Climate Action Plan as the threshold of significance for greenhouse gas emissions, for two reasons. First, the 2013 Climate Action Plan relies on meeting the 2020 goal for greenhouse gas emissions, which is only an interim goal in moving towards climate stabilization, although the Climate Action Plan does recognize that additional measures will be needed to achieve long term greenhouse gas reductions and identifies some potential reach measures for looking beyond 2020. Second, the DEIR states that the Climate Action Plan needs to be amended to make the documents consistent (page 4.6-8) in order to account for the increased population provided for in the LSAP. This amendment would therefore need to be completed before the DEIR could use consistency with the Climate Action Plan as a significance threshold. Additionally, in order to tier off the Climate Action Plan, the plan must be being fully implemented and on track to meet its target; this should be confirmed in the DEIR. Another option city staff could consider would be to revise the analysis to use a service population-based threshold based on 2030 climate goals in lieu of the qualified greenhouse gas reduction strategy consistency threshold.

The DEIR also finds that the project has significant unavoidable air quality impacts due to lack of consistency with the 2010 Clean Air Plan (Plan). Air District staff believes that additional measures could be incorporated into the project which would improve consistency with the Clean Air Plan and decrease both air pollutants and greenhouse gas emissions. In particular, improving the connection

between the LSAP area and the Lawrence Caltrain station for pedestrians and bicyclists would increase consistency with Clean Air Plan Control Measure TCM-1, Safe Routes to School and Transit. For example, the crossing could potentially be improved by adjusting signal timing as appropriate, improving crosswalk striping, or use of special pavement materials. Incorporating solar power, not just in the Westlake Urban project but also into the Summerhill Homes and True Life Companies projects and future development, would increase consistency with Clean Air Plan Control Measure ECM-2, Renewable Energy and also long-term climate stabilization goals. Finally, more efforts could be made to mitigate the urban heat island effect by planting additional trees, or using cool paving or cool roofing, which would increase consistency with Clean Air Plan Control Measure ECM-3

R1-2 Cont.

The DEIR considers potential health risks to project residents due to elevated levels of Toxic Air Contaminants and fine Particulate Matter near the Lawrence and Central Expressways and proposes air filtration to improve indoor air quality to acceptable levels. While high-efficiency filters can help reduce air pollution entering buildings, additional measures could be helpful for this project. The Air District's 2016 publication, Planning Healthy Places (available online at www.baaqmd.gov/planninghealthyplaces), lists on page 11 a number of measures which can be taken to reduce exposure to air pollutants for residents. For example, increasing the distance between the expressways and residences, placing parking between the expressways and the building, planting dense rows of trees and other vegetation between the expressways and the building, and locating residential units above the first floor are all measures that would reduce residents' exposure to air pollutants. Planning Healthy Places also provides guidance on ways to reduce emissions from a project, including actions such as electrifying loading docks and limiting idling times. See page 9 of that publication for additional actions to reduce emissions.

R1-3

Finally, the DEIR includes air quality mitigation measures that would apply to future development (AQ-1, AQ-2, and AQ-6). Because the characteristics of development beyond Phase 1 are not known or assessed in the DEIR, the document should clarify that air quality and greenhouse gas impacts from future projects in the plan area will need to be assessed pursuant to CEQA.

R1-4

Air District staff is available to assist the City in addressing these comments. For more information, or if you have any questions, please contact Karen Kristiansson, Principal Planner, at (415) 749-4753 or via email at kkristiansson@baaqmd.gov.

Sincerely,

Jean Roggenkamp
Deputy Executive Officer

cc: Director Cindy Chavez
Director Liz Kniss
Director Jan Pepper
Director Rod G. Sinks

Response to Comment Letter R1: Bay Area Air Quality Management District

R1-1 The Bay Area Air Quality Management District (BAAQMD) raised concerns with the City's use of the *2013 City of Santa Clara Climate Action Pla*n (CAP) as a threshold of significance for greenhouse gas (GHG) emissions. BAAQMD asserts that the CAP relies on meeting 2020 GHG reduction goals, which they consider to be an "interim-goal" and not conservative enough for the long-term. However, BAAQMD acknowledges that the CAP does identify some measures to achieve long-term GHG reduction beyond 2020. Since full occupancy of the LSAP study area would occur beyond 2020, BAAQMD requests that long-term GHG are considered further.

Per guidance provided in the BAAQMD comment letter, the City conducted supplemental GHG analysis and quantified GHG emissions for buildout of LSAP based on 2030 climate goals using a service-population-based threshold. Since BAAQMD has not published a quantified threshold for 2030, this assessment uses a "substantial progress" efficiency metric of 2.7 metric tons of carbon dioxide per year per service population (MT CO_2e/year/S.P).[1] If the buildout of the LSAP were to exceed this 2.7 MT CO_2e/year/S.P, it would be inconsistent with the 2030 substantial progress threshold.

As outlined in **Appendix A** of this Response to Comments document, this revised GHG assessment for the buildout of LSAP considered the following criteria:

1. Daily vehicle trips
2. Mobile vehicle emission estimates for the year 2030
3. GHG emissions associated with electricity consumption for 2030
4. GHG emissions associated with solid waste generation, water/wastewater usage, and gas-powered fireplaces for 2030
5. Estimated 2030 service population related to the LSAP[2]

Based on the factors listed above, daily per capita emissions associated with the LSAP project would be 2.4 MT of CO_2e/year/S.P, below the 2030

[1] This metric is based on the GHG reduction goals established by Executive Order B-30-15, which aims to reduce GHG emissions by 40 percent below 1990 levels by 2030.

[2] According to draft EIR Section 4.11, Population and Housing, the number of future residences is estimated to be 9,415, and the number of future full-time employees is estimated to be 297. In sum, the total service population for buildout of the LSAP would be 9,712.

Substantial Progress threshold of 2.7 MT of CO_2e/yr/S.P. Therefore, the buildout of LSAP would be consistent with the 2030 substantial progress threshold.

The qualitative consistency analysis with the CAP presented in Section 4.6, Greenhouse Gas Emissions, of the draft EIR is valid; the evaluation outlined above is intended to supplement the existing analysis in the draft EIR. As such, the above evaluation will be added to the draft EIR text (see **Section 3.0, EIR Text Revisions** of this Response to Comments document).

Nonetheless, the City will revise the CAP to account for development associated with the LSAP. This amendment would occur prior to adoption of the final EIR. As discussed in the draft *City of Santa Clara Climate Action Plan 2016 Annual Report*, Santa Clara's 2015 GHG emissions were 21 percent below baseline 2008 conditions, exceeding the City's adopted target (15 percent below 2008 emissions by 2020) by 6 percent. Therefore, the CAP is currently undergoing full implementation and is on track to meet its target. This progress has been reflected in the EIR (see **Section 3.0, EIR Text Revisions** of this Response to Comments document) per BAAQMD's recommendation.

R1-2 BAAQMD's recommendations are noted for the record. Table 4.2-3 of the draft EIR summarized LSAP implementing policies that are generally consistent with the Clean Air Plan with various TDM measures, pedestrian/bicyclist facilities, proposed open space, and California Green Building Standards.

Implementation of Phase 1 would include the Westlake Urban and True Life Companies residents to be onsite during construction of the SummerHill Homes project, resulting in a potential impact to these future onsite sensitive receptors. Once operational, projects developed as part of the LSAP would increase the number of average daily traffic and, in turn, result in increased emissions. However, Mitigation Measures AQ-1, AQ-2, and AQ-3 (designed to reduce emissions associated with particulate matter, nitrogen oxides, and toxic air contaminants) would reduce these potential impacts to a less-than-significant level.

The significant and unavoidable impact associated with the lack of consistency with the Clean Air Plan is due to the anticipated growth within the LSAP study area that was not accounted for in the General Plan. While the General Plan Phase II Land Use Plan considers the LSAP to be an important focus area, the General Plan and the Clean Air Plan did not account for all of the 3,500 dwelling units proposed as part of the project. Additionally, since no residents currently live within the LSAP study area, the draft EIR

conservatively assumed that daily vehicle miles traveled (VMT) would increase 567 percent by 2020 and 326 percent by 2040. For these reasons the impact was considered significant and unavoidable. Given this, the additional measures that BAAQMD proposes would not lessen projected VMT.

R1-3 As described in Response to Comment R1-2, Mitigation Measures AQ-1, AQ-2, and AQ-3 reduce the potential impacts associated with particulate matter, nitrogen oxides, and toxic air contaminants to a less-than-significant level. However, the BAAQMD's recommendations are now part of the record and will be considered during project approval.

R1-4 Chapter 1.0, Introduction, and Chapter 4.0, Environmental Impact Analysis of the draft EIR establishes the project and program-level organization of the analysis. While the program-level analysis will inform future environmental review, the City will add the following text below to further clarify that project-level environmental review will be necessary for the future development portions of the LSAP study area.

Page 1-2, Chapter 1.0, Introduction, of the draft EIR:

This draft EIR evaluates areas of the LSAP on both program- and project-level analyses. The program-level analysis considers the proposed LSAP urban design strategy and future buildout of the project. The analysis is consistent with CEQA Guidelines Section 15168 that states that a program EIR may be prepared in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program. The program EIR can be used in the future to simplify the task of preparing environmental documents as subsequent activities in the study area would be examined in the light of the program EIR. <u>While this EIR provides general mitigation measures and guidance for the future buildout areas within the LSAP study area, future development will need to be assessed to determine if additional CEQA analysis is required once detailed plans are actively proposed.</u>

September 16, 2016

John Davidson, Principal Planner
City of Santa Clara
Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050

Re: Comments on Draft Environmental Impact Report for the Santa Clara Lawrence Station Area Plan

Dear John Davidson:

Thank you for the opportunity to review the DEIR for the proposed Plan along Kifer Road in Santa Clara. This letter includes the issues the City of Sunnyvale would like to be discussed in the DEIR.

A. General Comments:

R2-1 1. Please continue to coordinate with the City of Sunnyvale to ensure the compatibility between the Sunnyvale Lawrence Station Area Plan (LSAP) and the Santa Clara LSAP regarding land use and circulation improvements (i.e. loop road and bike/pedestrian paths).

R2-2 2. Please continue to provide outreach to Sunnyvale residents. Notify the City of Sunnyvale, Sunnyvale residents and nearby neighborhood associations (http://sunnyvale.ca.gov/IntheCommunity/NeighborhoodAssociations.aspx) of upcoming public meetings on the Santa Clara LSAP, Phase 1 projects and future projects proposed under the Santa Clara LSAP.

B. Noise

R2-3 1. Provide the contact information of the “Construction Liaison” to the City of Sunnyvale and to Sunnyvale residents located east of Lawrence Expressway from Kifer Road to El Camino Real.

R2-4 2. The City suggests including in Mitigation Measure NOI-3 the following noise control strategies for Phase 1 and future developments under the proposed LSAP to be implemented during construction:

R2-4 Cont.

- Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds;
- Impact tools (e.g., jack hammers, pavement breakers and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. External jackets on the tools shall be used where feasible. Quieter procedures, such as use of drills rather than impact tools, shall be used;
- Noise reducing pile-driving techniques shall be employed during Project construction, including installation of intake and exhaust mufflers on pile-driving equipment; vibrating piles into place when feasible and installing shrouds around pile-driving hammer where feasible; implementing "quiet" pile-driving technology (such as pre-drilling of piles and the use of more than one driver to shorten total pile driving duration) where feasible, in consideration of geotechnical and structural requirements and conditions; use of cushion blocks to dampen noise if feasible based on soil conditions; and
- At least 48 hours prior to pile-driving activities, the applicant shall notify building owners and occupants within 600 feet of the Project area of the dates, hours and expected duration of such activities.

C. Traffic and Transportation:

R2-5

1. The report shows significant unavoidable impact under Background plus Project, and Cumulative Conditions on intersections along Central Expressway, Lawrence Expressway, and Kifer Road. Long delays and queues resulting on these roads can seriously undermine the operation of adjacent side streets. Unmitigated conditions can result into cut through traffic, which may affect the safety of the neighborhood streets, and ingress and egress from side streets may also become difficult. The study does not report on the possible impact of unmitigated conditions on the side streets. The impact on side streets especially adjacent to the impacted intersections should be included in the report.

R2-6

2. Any mitigation measures or proposed roadway improvements along Kifer Road should be done in consultation with the City of Sunnyvale especially since the City of Sunnyvale's Lawrence Station Area Plan area borders to the south of this Santa Clara Plan.

The City of Sunnyvale appreciates your consideration of the comments above. Please contact Rosemarie Zulueta, Senior Planner, at (408) 730-7437 or rzulueta@sunnyvale.ca.gov if you have any questions or concerns about items discussed in this letter.

Sincerely,

Andrew Miner
Planning Officer, Community Development Department

cc: Trudi Ryan, Director of Community Development, City of Sunnyvale
Manuel Pineda, Director of Public Works, City of Sunnyvale
Shahid Abbas, Transportation/Traffic Manager, City of Sunnyvale
Amber Blizinski, Principal Planner, City of Sunnyvale

Response to Comment Letter R2: City of Sunnyvale

R2-1 The City appreciates comments provided by the City of Sunnyvale and will continue to coordinate efforts to ensure compatibility between the Sunnyvale LSAP and Santa Clara LSAP. The comment is noted for the administrative record and will be considered during the project approval process.

R2-2 The City will continue to provide outreach to the City of Sunnyvale, the residents of Sunnyvale, and nearby neighborhood associations regarding upcoming public meetings and future development within the LSAP study area. The comment is noted for the administrative record and will be considered during the project approval process.

R2-3 As construction commences, the developer will provide the contact information to the City of Sunnyvale Construction Liaison. The City will require this as a condition of approval for individual development proposals.

R2-4 The City will incorporate the additional noise measures recommended by the City of Sunnyvale into the draft EIR as described below.

Page 2-27, Chapter 2.0, Executive Summary, of the draft EIR and

Page 4.10-24 through 4.10-26, Section 4.10, Noise and Vibration, of the draft EIR:

Mitigation Measure NOI-3: The project developer shall develop a construction noise control plan, including, but not limited to, the following available controls:

- Ensure that construction activities (including the loading and unloading of materials and truck movements) within 300 feet of residentially zoned property are limited to the hours of 7:00 AM to 6:00 PM on weekdays and between the hours of 9:00 AM and 6:00 PM on Saturdays. No construction is permitted on Sundays or holidays.
- Ensure that excavating, grading and filling activities (including warming of equipment motors) within 300 feet of residentially zoned property are limited to the hours of 7:00 AM to 6:00 PM on weekdays and between the hours of 9:00 AM and 6:00 PM on Saturdays. No construction is permitted on Sundays or holidays.
- Contractors equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.
- Contractors utilize “quiet” models of air compressors and other stationary noise sources where technology exists.

- Locate loading, staging areas, stationary noise-generating equipment, etc. as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by 5 dBA.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- Comply with Air Resource Board idling prohibitions of uneasy idling of internal combustion engines.
- Construct solid plywood fences around construction sites adjacent to operational business, residences or noise-sensitive land uses.
- A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling.
- Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
- Businesses, residences or noise-sensitive land uses adjacent to construction sites should be notified of the construction schedule in writing. Designate a "construction liaison" that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.
- Include a disclosure in the lease of the future tenants on the Westlake Urban and True Life Companies properties that provides information regarding the on-going construction activities at the SummerHill Homes development and future development sites.
- Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, use of intake silencers, ducts, engine enclosure and acoustically attenuating shields or shrouds;
- Impact tools (e.g., jack hammers, pavement breakers and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air

exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used;

- Noise reducing pile-driving techniques shall be employed during project construction, including installation of intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible and installing shrouds around pile-driving hammer where feasible; implementing "quite" pile-driving technology (such as pre-drilling of piles and the use of more than one driver to shorten total pile driving duration) where feasible, in consideration of geotechnical and structural requirements and conditions; use of condition blocks to dampen noise if feasible based on soil conditions; and
- At least 48 hours prior to pile-driving activities, the applicant shall notify building owners and occupants within 600 feet of the project area of the dates, hours and expected duration of such activities.

R2-5 The commenter states that project-related traffic may undermine the operation of side streets along Central Expressway, Lawrence Expressway, and Kifer Road. Many of the side streets from these roadways are unsignalized; the cities of Santa Clara and Sunnyvale do not have level of service thresholds for unsignalized intersections. As discussed in draft EIR Section 4.13, Transportation and Traffic, multiple signalized intersections along Central Expressway, Lawrence Expressway, and Kifer Road have been analyzed in relation to adopted Level of Service standards.

R2-6 As described in the draft EIR, the Santa Clara LSAP borders the Sunnyvale LSAP. Accordingly, the City will coordinate with the City of Sunnyvale regarding proposed roadway improvements and mitigation measures along Kifer Road. The comment is noted for the administrative record and will be considered during the project approval process.

SANTA CLARA UNIFIED SCHOOL DISTRICT

1889 Lawrence Road
Santa Clara, CA
95051
408-423-2000

Stanley Rose III, Ed.D.
Superintendent

VIA EMAIL

September 15, 2016

John Davidson
Principal Planner
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050
jdavidson@santaclaraca.gov

Re: Lawrence Area Station Plan CEQA DEIR

Dear Mr. Davidson,

The Santa Clara Unified School District (SCUSD) appreciates the opportunity to comment on the California Environmental Quality Act (CEQA) Draft Environmental Impact Report (DEIR) for the Lawrence Area Station Plan (LSAP). The LSAP consists of up to 3,500 residential units, which will be a mix of for sale and rentals. Four developers have submitted preliminary plans to be included in the DEIR: Westlake Urban, SummerHill Homes, True Life Companies, and Sobrato. All of the residential developments will contribute students to the SCUSD.

As the DEIR states, approximately 164 students are estimated to be generated from Phase 1 and 447 students when the LSAP is completed. Currently the students are slated to attend Bracher Elementary, Cabrillo Middle and Wilcox High School. All three of these schools are at or beyond capacity.

As noted in the DEIR, the SCUSD is planning and constructing three new schools (elementary, middle, and high) in North San Jose. The elementary and middle school will open at or near capacity and only alleviate the schools north of Highway 101, which are already at or above capacity. The SCUSD does not have the resources to accommodate the additional students.

R3-1

All state and local jurisdictions affected from the LSAP will collect 100% or more of the calculated impact of the LSAP, except SCUSD. Under the State School Facility Program, development impacts on schools are funded through a combination of SB50 developer fees, which are calculated based on square footage, state bond funds under the State School Facility Program and, local contributions including general obilgation bonds and voluntary community payments. School districts are at a disadvantage when collecting funds for capital improvements, since districts are restricted on the amount charged per square foot of a new development. The Statutory Developer Fee

mandated by SB 50 is designed to only cover one third of the state calculated cost for full mitigation and does not adequately cover the land purchase, design, and construction cost incurred by the SCUSD for new or expanded school facilities.

R3-1 Cont.

The Santa Clara Unified School District is requesting the developers provide for full mitigation of their impact through voluntary community payments at two times the current statutory development fee, in addition to the current statutory development fee.

The combination of constantly increasing construction costs combined with lack of capacity in existing District schools make it imperative that the District constantly plan for and collect adequate funding for school construction.

Sincerely,

Mark Allgire, CPA, Assistant Superintendent, Business Services

MA:mh

Response to Comment Letter R3: Santa Clara Unified School District

R3-1 The City appreciates the comment letter provided by the Santa Clara Unified School District (SCUSD) regarding future students within the SCUSD service area. The SCUSD requests that project applicants under the LSAP mitigate impacts to schools through payments beyond fees required by the Leroy F. Greene School Facilities Act of 1998 (SB50). Under SB50, school impact fees offset capital cost impacts associated with new developments.

As described in draft EIR Section 4.12, Public Services and Recreation, Santa Clara is undergoing a period of rapid growth, and is expected to add over 2,000 students from 12,500 new households within SCUSD's service area by 2024. During preliminary discussions with City planning staff, the SCUSD raised concerns regarding the lack of personnel and facilities required to accommodate the students from this rapid growth. SCUSD requested that LSAP applicants fully mitigate the additional personnel and facilities needs to support the future development that would be allowed by the LSAP.

According to student generation rates provided by the SCUSD, buildout of the LSAP would generate approximately 447 new students in the SCUSD service area. LSAP project applicants would pay the applicable SB50 school impact fees, which are considered full and complete mitigation of any school impacts under CEQA. The City will continue to coordinate with the SCUSD to ensure that the school facilities can adequately accommodate the growth associated with impending development throughout the City. This comment letter is noted for the administrative record and will be considered during the project approval process.

Letter R4

SANTA CLARA
Valley Transportation Authority

September 16, 2016

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

Attention: John Davidson

Subject: City File No. PLN2014-10500 / Lawrence Station Area Plan

Dear Mr. Davidson:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR for a comprehensive plan around the Lawrence Caltrain Station to allow up to 3,500 dwelling units and 104,000 square feet of retail. We have the following comments.

Land Use

VTA supports the proposed land use intensification in this area, identified as a Station Area in VTA's Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County. In addition, the proposed project represents an important opportunity to create a more supportive land use context for the currently underutilized Lawrence Caltrain station, thereby encouraging an increase in transit ridership and a reduction in vehicle miles traveled and greenhouse gas emissions.

Pedestrian & Bicycle Accommodations and Site Design

Given the increased pedestrian volumes associated with the project, VTA recommends that the City work with the project developers to provide wide sidewalks with a buffer strip between pedestrians and automobiles with landscaping elements such as closely planted trees, shrubs, or light posts. Resources on pedestrian quality of service, such as the Highway Capacity Manual 2010 Pedestrian Level of Service methodology, indicate that such accommodations (which are sometimes called a 'continuous barrier') improve pedestrian perceptions of comfort and safety on a roadway.

R4-1

The Pedestrian and Bike Network diagram shown in Figure 3-4, generally shows a connected network of sidewalks, streets, pedestrian paseos, crosswalks, and bike lanes throughout the project site. VTA supports these various enhancements, which will improve the street grid and facilitate more direct and safer walking and bicycling routes through the project area and to Lawrence Station. Furthermore, VTA recommends additional crossings of Kifer Road between Avenue 1 and Corvin Drive, in order to reduce long crossing distances.

The DEIR and TIA describe the project's objectives to incorporate high-density mixed-use development with activated, multimodal streets. The majority of the proposed pedestrian network reflects streets with sidewalks, and intersections containing curb extensions and four-way crosswalks, allowing for safe and continuous pedestrian use. However, the Westlake Urban development project site in the northwestern most portion of the study area, and its bounding streets, Ryder Street and Avenue 1, have limited pedestrian connectivity. Ryder Street appears to lack a sidewalk on the north side, and contains no crosswalks; Avenue 1 between Ryder Street and Central Expressway does not appear to contain sidewalks.

R4-2 The TIA states that Ryder Street "functions as a ramp connecting Lawrence Expressway and Central Expressway and vehicle traffic general travel at higher speeds" (TIA p. 123). The TIA additionally states that the County of Santa Clara seeks to "maintain free-flow operations between two expressways [and] traffic volumes on the main approaches are likely to be uncontrolled and not stop for cross-traffic or pedestrians" (TIA p. 123). The TIA notes that a grade-separated crossing of Ryder Street will be required prior to the occupancy of the Westlake project. VTA recommends that an implementation plan for the Ryder Street grade-separated crossing be included as part of the approval of the plan.

VTA recommends that closer attention be paid to the design and character of Ryder Street in order to better match the plan's purpose to "encourage walking, biking, and use of public transit as part of an everyday routine" and support the anticipated increased pedestrian volumes (DEIR pp. 3-5). While a grade-separated crossing would facilitate safe crossings of Ryder Street by pedestrians and bicycles, VTA encourages the City to consider the feasibility and safety of at-grade crossings and other safety measures, including the installation of high-visibility crosswalks at Ryder Street/Lawrence Expressway and Ryder Street/Avenue 1 intersections, and squaring off the corner of Ryder Street/Lawrence Expressway, or otherwise reducing the speed of right turns.

Trip Generation and Trip Reductions

R4-3 The DEIR and TIA state that the project trip generation was calculated using Institute of Transportation Engineers (ITE) rates, with a 20 percent peak-hour reduction based on estimates of internalization and external trip reductions in the Fehr & Peers MainStreet model (TIA pp. 41-42, DEIR p. 4.13-27). The DEIR and TIA also state that MainStreet is an alternative methodology for trip generation "approved by VTA". While the 2014 *VTA Transportation Impact Analysis (TIA) Guidelines* encourage the use of alternative trip generation methodologies in certain situations such as when the project includes a mix of land uses (VTA TIA Guidelines p. 29), VTA notes that the Guidelines simply list a number of alternate methodologies available in 2014, including the MXD model (a predecessor/component to MainStreet), and state that trip generation rates from other methodologies may be used "where defensible and appropriate."

R4-4 Additionally, the 2014 VTA TIA Guidelines state that "When using trip rates from any of the alternate methodologies listed, the Lead Agency shall include in the TIA Report a full

description of the methodology used and a summary of all inputs and assumptions" (VTA TIA Guidelines p. 30). While the Lawrence Station Area Plan TIA includes a description of the

R4-4 Cont.

MainStreet methodology (TIA pp. 41-42), it does not include a summary of inputs and assumptions. VTA requests that the City include a summary of the inputs and assumptions used in the MainStreet methodology, either in a revised TIA or a separate memorandum made available to VTA, as well as in materials shared with the public and decision-makers regarding this project.

Transportation Demand Management

R4-5

VTA commends the City for requiring Transportation Demand Management (TDM) Plans as a Condition of Approval for all of the developments in the Plan area, consistent with the City's Climate Action Plan (DEIR p. 4.13-44). The TIA Report contains a discussion of TDM Monitoring and Remedial Action (TIA pp. 67-68) which is not contained within the body of the DEIR. Therefore it is unclear whether the monitoring program and remedial actions will be required by the City as Conditions of Approval for future developments. VTA encourages the City to require these elements in future developments, and notes that third-party monitoring and enforcement can make a TDM goal and program more effective.

R4-6

The DEIR and TIA Report list transit incentives as potential components of the TDM Plans that will be required of individual developments in the Plan area. VTA encourages the City to require the project applicants to provide transit fare incentives, such as free or discounted transit passes, to residents of the developments on a continuing basis, as a Condition of Approval of the projects.

Freeway Impacts and Mitigation Measures

R4-7

The DEIR and TIA identify significant Auto Level of Service (LOS) impacts to ten freeway segments per CMP freeway impact criteria (DEIR, p. 2-29). The DEIR and TIA mention freeway capacity projects as one option and note that "Individual project applicants could also make voluntary contributions to VTA to pay for the physical and operational improvements identified above or to be used for other regional transportation improvements such as enhanced VTA bus service along US 101 and parallel roadways and/or closing bicycle network gaps… Alternatively, or in addition, the project applicants could make voluntary contributions to the Caltrain Joint Powers Board to offset the cost of increased Caltrain service to the Lawrence Station." (DEIR p. 4.13-44). VTA commends the City for noting the broad range of projects to which applicants could make Voluntary Contributions, which would encourage mode shift and reduce single-occupant vehicle demand. VTA encourages the City and the applicants for individual development projects to work together to identify Voluntary Contribution opportunities. VTA staff would be happy to answer questions or assist in this process.

Intersection Impacts and Mitigation Measures

The DEIR and TIA identify significant Auto LOS impacts to a number if intersections (both CMP intersections and local intersections) in several scenarios. The DEIR and TIA primarily identify capacity-enhancing measures, such as the addition of turn lanes or through lanes, as mitigation measures for Auto LOS impacts (DEIR, pp. 2-29 to 2-32). While VTA recognizes that a number of these proposed mitigations are already planned through other efforts such as the Santa Clara County 2040 Expressway Study or Valley Transportation Plan (VTP) 2040, it appears that certain capacity-enhancing mitigations may go beyond these documents. VTA encourages the City to look at alternate ways to address the identified Auto LOS impacts, consistent with the City's General Plan Policy Number 5.8.2-P2, which states "Discourage widening of existing roadway or intersection rights-of-way without first considering operational improvements, such as traffic signal modifications, turn pocket extensions and intelligent transportation systems."

R4-8

Congestion Impacts on Transit Travel Times

The TIA includes an analysis of transit vehicle due to increased congestion, and finds that the project's auto congestion will result in delay to transit vehicles along Kifer Road. Given the project's goals to reduce automobile trips and congestion impacts associated with the project, it is important to maintain transit access and speed throughout the project area. The TIA states that the City will work with VTA to "to identify other feasible transit priority measures for Kifer Road that may include contributions to projects that improve transit speed and reliability" (TIA p. 134). VTA looks forward to working with the City to identify the appropriate the transit priority measures for Kifer Road.

R4-9

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

cc: Patricia Maurice, Caltrans
Brian Ashurst, Caltrans

SC1501

Response to Comment Letter R4: Santa Clara Valley Transportation Authority

R4-1 The City appreciates the support expressed by Santa Clara Valley Transportation Authority (VTA). The City agrees that project developers associated with the LSAP should include designs that provide buffers between pedestrians and automobiles, with associated landscaping, trees, etc. The LSAP includes such design guidelines to promote a safer and more accessible street grid. Regarding the recommendation to implement additional crossings of Kifer Road between Avenue 1 and Corvin Drive, the City Department of Public Works generally does not recommend mid-block crossings across multilane roadways because of safety concerns.

R4-2 VTA recommends that an implementation plan for the Ryder Street grade-separated crossing be included as part of the approval of the LSAP. As discussed in Chapter 3.0, Project Description, of the draft EIR, Ryder Street is within the jurisdiction of the County of Santa Clara (County). The County expressed the need to retain this roadway as a ramp between Central Expressway and Lawrence Expressway during an initial meeting between the County and the City on February 8, 2016[3]. During this initial meeting and subsequent meetings, the County stated that at-grade crossings are not permissible along Ryder Street and that the County plans to eliminate the existing at-grade crossing for pedestrian safety reasons. Given this, and to ensure safe passage to the parcel bounded by Ryder Street, the City is requiring a grade-separated crossing at Ryder Street to be included a part of the project. The precise configuration of this crossing (e.g., above grade, below grade, partially depressed Ryder Street) is unknown due to uncertainties related to an upcoming grade separation project at Lawrence Expressway and Kifer Road. However, the crossing structure would be completely located within the area of disturbance assessed for the buildout of the LSAP. To the extent that City has jurisdiction over design of this pedestrian crossing arrangement, the City will consider VTA's recommendations stated in the comment letter..

R4-3 As summarized below, the draft EIR was revised to remove the reference to the MainStreet model as "approved by VTA". The draft EIR was revised to state that VTA guidelines encourage use of alternative trip generation methodologies for mixed-use development projects including the MXD model, a predecessor/component to MainStreet.

[3] Dawn Cameron represented the County during the February 8, 2016 meeting. Other attendees included Paul Pascoal and Aruna Bodduna from the County and the County Traffic Engineer was present at follow up meetings.

Page 4.13-29 and 4.13-31, Section 4.13, Transportation and Traffic, *of the draft EIR:*

[footnote] 4. Trip reduction based on MainStreet methodology for trip generation ~~approved by VTA~~.

R4-4 To clarify the MainStreet methodology for trip generation, a memorandum has been added as **Appendix B** of this Response to Comments document. The memorandum includes the input variables and values used for the LSAP traffic analysis.

R4-5 The draft EIR describes possible TDM measures included in the LSAP. Such measures are intended to be guidelines or recommendations for the applicants as they develop their programs. As the commenter notes, the TDM program would be required as a condition of approval and are not assigned as mitigation. The text in Section 4.13, Transportation and Traffic, of the draft EIR has been revised to clarify that the TDMs outlined in the draft EIR are recommendations. The applicants can also consult the TIA for additional TDM guidance.

Page 4.13-45, Section 4.13, Transportation and Traffic, *of the draft EIR:*

Projects that would be allowed under the LSAP would be required to develop a TDM program as a condition of approval, which would help to reduce potential traffic impacts. The following are some strategies that fall within this context and can be referred to by applicants within the LSAP. <u>The applicants can also refer to Appendix E of the draft EIR for additional TDM strategies that could be implemented as part of their project(s).</u>~~:~~

R4-6 The comment is noted for the administrative record and will be considered during the project approval process. Please see **Master Response 1** for additional information regarding the TDM program.

R4-7 The comment is noted for the record; the City will continue to coordinate with VTA.

R4-8 The significance criteria currently used to identify intersection impacts are based on level of service (LOS). Auto-capacity enhancements improve LOS and are therefore identified as mitigation measures in the draft EIR. Operational improvements identified in the comment (such as adjusting traffic signal timing and lengthening left-turn pockets) are not identified as mitigation measures as they are less effective in improving LOS.

It should be noted that development under the LSAP will be required to implement TDM measures to reduce the amount of traffic they generate and therefore lessen the need for auto-capacity improvements.

R4-9 The comment is noted for the administrative record; the City will continue to coordinate with VTA.

5750 Almaden Expressway, San Jose, CA 95118-3614 | (408) 265-2600 | www.valleywater.org

Santa Clara Valley Water District

Letter R5

File: 32903
Calabazas Creek

September 16, 2016

Mr. John Davidson, Principal Planner
City of Santa Clara Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050

Subject: Comments on Lawrence Station Area Plan

Dear Mr. Davidson:

The Santa Clara Valley Water District (District) is a special district with jurisdiction throughout Santa Clara County. The District acts as the county's groundwater management agency, principal water resources manager, flood protection agency and is the steward for its watersheds, streams and creeks, and underground aquifers. We appreciate the opportunity to comment on the EIR for the Lawrence Station Area Plan. This letter transmits comments that focus on the areas of interest and expertise of the District.

R5-1 The plan identifies a bike trail and multi-purpose trail along Calabazas Creek (pages 3-8, 3-9), but the site plan does not identify the location of this trail, and whether it is on the project site or District property. Provisions for the trail should be made off water district property such that landscaping and other trial amenities can be provided and a major connection to the Caltrain station will not be subject to closure. Landscaping and other amenities are generally not permitted on District levees, and levee top trails are subject to closure by the District for creek maintenance purposes and adverse weather conditions.

R5-2 As the site is being redeveloped it is an excellent opportunity to provide additional buffer area between development and Calabazas Creek. The City of Santa Clara adopted the "Guidelines and Standards for Land Use Near Streams" prepared by the Santa Clara Valley Water Resources Protection Collaborative in 2007. One of the guidelines in the document is for cities to provide adequate buffer area between development and creeks. With a greater buffer there would be room for the proposed multi-purpose trail as discussed above, and allow space for creek restoration or flood protection efforts if needed in the future. Large scale redevelopment efforts are infrequent, and such opportunities to provide options for the future should not be missed.

If you have any questions or need further information, you can reach me at (408) 630-3095.

Sincerely,

Michael Martin
Environmental Planner
Santa Clara Valley Water District

cc: S. Tippets, U. Chatwani, File

32903_58827mm09-16

Response to Comment Letter R5: Santa Clara Valley Water District

R5-1 The City of Santa Clara appreciates the comments from the Santa Clara Valley Water District. This comment asserts that the precise location of the Calabazas Creek Trail, identified as a future multi-purpose trail in Chapter 3.0, Project Description, of the draft EIR is not identified. If the trail were to be located within Santa Clara Valley Water District property, it would be subject to requirements and restrictions. The precise location and footprint of the proposed Calabazas Creek Trail has not yet been determined or designed and is not proposed as part of the Phase 1 of the LSAP. Recommendations by the Santa Clara Valley Water District will be considered as the trail system enters project-level planning design as a part of future development within the study area. The comment is noted for the administrative record; the City will coordinate with the Santa Clara Valley Water District in the future regarding the trail design.

R5-2 The comment referenced the "Guidelines and Standards for Land Use Near Streams" prepared by the Santa Clara Valley Water Resources Protection Collaborative in 2007. Page 4.2 of the guidelines encourages buffer areas, planted with native vegetation, when feasible for development projects, to address the reduction in riparian habitat due to channel encroachment and modification. However, as presented in draft EIR Section 4.8, Hydrology and Water Quality, streams located in proximity to the study area have been substantially channelized and modified to reduce flood hazards. Given the concrete lined channels, no buffer area or riparian setback would be necessary.

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov

Letter R6

Serious Drought.
Help save water!

October 12, 2016

04-SCL-2016-00023
SCL101952
SCL/101/PM 43.4
SCH# 2015022059

Mr. John Davidson
Planning Division
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

Dear Mr. Davidson:

Lawrence Station Area Plan – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans new mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). We aim to reduce vehicle miles traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Draft Environmental Impact Report (DEIR). Please also refer to the previous comment letter, dated March 18, 2015, on this project and incorporated herein.

Project Understanding
The proposed Plan is located approximately three quarters of a mile south of US 101. It is a transit-oriented development mixed use neighborhood plan, building up to 3,500 dwelling units and approximately 104,000 square feet of retail space. The goal is to transform the area into a pedestrian friendly neighborhood, broaden and strengthen the range of transportation choices, and encourage efficient use of available land.

Lead Agency
As the lead agency, the City of Santa Clara (City) is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Traffic Impacts

1. Mitigation
   A. Table 14--Existing Freeway Segment Levels of Service (pp. 69-71): The Plan has significant impacts on the ten freeway segments mentioned in the table. To mitigate these impacts, Caltrans recommends the project developers pay a fair share contribution toward the Santa Clara Valley Transportation Authority's (VTA) US 101 Express Lanes Project.

   B. Caltrans does not agree with the City's assertion in Impact TR-2 that timely completion of mitigation improvements to minimize development impacts cannot be assured because they are located outside the City's jurisdiction. Caltrans requests instead that the City work with Caltrans to identify and implement feasible measures on a fair-share basis to ensure mitigation measures are funded and implemented. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.

R6-1

   It is essential that feasible mitigation be included to ensure that impacts from the Plan on the STN are reduced or eliminated. This will be important to the success of this Plan, so we recommend working with Caltrans to develop a mitigation monitoring and implementation plan that identifies an implementation schedule or impact thresholds to trigger development of mitigation projects.

2. Please provide the 95th percentile queuing analysis for the following intersections:

   - Intersection #10 – Lawrence Expressway/US 101 ramps (south)
   - Intersection #37 – Bowers Avenue/State Route (SR) 82 (El Camino Real)
   - Intersection #40 – San Tomas Expressway/SR 82
   - Intersection #44 – Lafayette Street/SR 82

R6-2

   If the findings of the analysis result in queues on the mainline and/or extend beyond the through lane storage between intersections or left-turn pocket storage, the Plan should provide mitigation measures.

3. The project's primary and secondary effects on pedestrians, bicycles, disabled travelers and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

R6-3

Vehicle Trip Reduction

The following smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan.

R6-4

1. Transportation Demand Management (TDM) programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. Suggested TDM strategies include working with the VTA to decrease headway times and improve way-

finding on bus lines to provide a better connection between the Lawrence Station and regional destinations and providing:

- Membership in a transportation management association.
- Transit subsidies and/or EcoPasses to all employees.
- Ten percent vehicle parking reduction.
- Transit and trip planning resources.
- Carpool and vanpool ride-matching support.
- Carpool and clean-fuel parking spaces.
- Secured bicycle storage facilities.
- Bicycles for employee uses to access nearby destinations.
- Showers, changing rooms and clothing lockers.
- Fix-it bicycle repair station(s).
- Transportation and commute information kiosk.
- Outdoor patios, outdoor areas, furniture, pedestrian pathways, picnic and recreational areas.
- Nearby walkable amenities.
- Kick-off commuter event at full occupancy.
- Employee transportation coordinator.
- Emergency Ride Home program.
- Bicycle route mapping resources and bicycle parking incentives, unbundling of residential parking, and providing transit passes and/or transit subsidies to residents.

R6-4 Cont.

2. Caltrans encourages the Plan and Phase 1 projects to reduce the proposed supply of off-street parking, in order to encourage active transportation and transit, thereby reducing VMT and impacts to state highways. Please refer to "Reforming Parking Policies to Support Smart Growth," a MTC study funded by Caltrans, for sample parking ratios and strategies that support compact growth. Reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future traffic impacts on US 101 and SR 82.

R6-5

3. Caltrans encourages the City to implement greater trip reduction targets, beyond the 10 percent minimum for residential generated traffic as stated in the DEIR (p. 4.13-45), and to apply the same conditions of approval to non-residential trip generators because of the proximity to the Lawrence Station and the proposed improved pedestrian, bicycle, and transit facilities.

R6-6

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,

for PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse
Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy
Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy

Response to Comment Letter R6: Caltrans

R6-1 The City of Santa Clara appreciates the comments provided by Caltrans for this project. The comment asserts that the City work with Caltrans to identify and implement feasible mitigation measures on a fair-share basis to ensure mitigation measures are implemented. The commenter also recommends payment of fair share contribution toward the VTA for significant impacts imposed on 10 local freeway segments.

As discussed in draft EIR Section 4.13, Transportation and Traffic, buildout of projects that would be allowed under the LSAP would have a significant impact on ten freeway segments under Existing Plus Project Conditions. Individual project applicants could make voluntary contributions to VTA to pay for the physical and operational improvements identified in the *Valley Transportation Plan 2040*, or to be used for other regional transportation improvements such as enhanced VTA bus service along US 101 and parallel roadways and/or closing bicycle network gaps. However, this would be voluntary and not required by the City.

In response to the comment regarding Impact TR-2, the addition of a third right turn lane to the US 101 southbound off ramp is a potential mitigation measure identified on page 4.13-41 of the draft EIR. The project developers would pay their fair share cost of the mitigation based on the amount of traffic their project would contribute. However, the City cannot guarantee that mitigation within other jurisdictions will be implemented in a timely manner to the extent that it would reduce impacts to a less-than-significant level. Therefore, this impact remains significant and unavoidable.

R6-2 The commenter requests a queuing analysis for several intersections within the study area. **Appendix C** of this Response to Comment document provides the supplemental queuing analysis for the following intersections, as requested by Caltrans:

- Intersection 10 – Lawrence Expressway / US 101 ramps (south)
- Intersection 37 – Bowers Avenue / State Route 82
- Intersection 40 – San Tomas Expressway / State Route 82
- Intersection 44 – Lafayette Street / State Route 82

This analysis determined that the vehicle queue is maintained within the storage area for Intersections 7, 40, and 44 with buildout of the LSAP. However, the vehicle queue would extend beyond the current storage area in the eastbound right lane at Intersection 10 during the PM peak hour.

The draft EIR currently includes a potential mitigation measure that would add a third eastbound right-turn lane to increase the storage length for this movement at Intersection 10. Caltrans and Santa Clara County control the

timing, funding, and implementation of improvements at Intersection 10, and the City cannot guarantee that improvements to Intersection 10 would be implemented in a timely manner to reduce queuing associated with LSAP project. However, because the City does not have a threshold related to vehicle queuing and this information is provided for informational purposes, it does not change the conclusions in the draft EIR regarding traffic impacts.

R6-3 The commenter requests an evaluation of impacts to pedestrians, bicycles, disabled travelers, and transit, with a focus on preserving access to pedestrian, bicycle, and transit facilities. Impacts to pedestrians, bicycle facilities, and transit are addressed in draft EIR Section 4.14, Transportation and Traffic. As discussed in this section, implementation of the LSAP would not conflict with existing or planned transit facilities, and would improve pedestrian and bicycle connections throughout the study area.

R6-4 The City agrees with this comment that implementation of TDM's is crucial for project development. The suggested TDM's have been noted and will be considered by the City during project approval. Additionally, please see **Master Response 1** for information regarding TDMs as a condition of approval per the CAP.

R6-5 Various TDMs including improvements to transit and regional bicycle facilities encourage mode shifts and are implemented per the LSAP. Please refer to **Master Response 1** and **Master Response 2** for additional information. This comment is noted for the administrative record and will be considered during the project approval process.

R6-6 The comment is noted for the administrative record and will be considered during the project approval process. Please refer to **Master Response 1** for a discussion of VTM reduction associated with the LSAP.

Letter I1

From: aldeivnian@gmail.com [mailto:aldeivnian@gmail.com] **On Behalf Of** Adina Levin
Sent: Friday, September 16, 2016 7:37 PM
To: John Davidson
Subject: Santa Clara Lawrence EIR comments

Dear Santa Clara City staff,

Thank you for the opportunity to comment on the Lawrence Station Area Plan EIR.

Friends of Caltrain is a 501c3 nonprofit with over 5000 participants on the Peninsula corridor, supporting stable funding and successful modernization for Caltrain, with transit-supportive policies in the corridor.

The recent good news is that Caltrain electrification is moving forward, with construction scheduled to start in the first half of 2017 assuming expected federal funding is confirmed by the end of the year.

This creates further opportunities to take advantage of this location to reduce vehicle trips and traffic associated with development in the area. Several comments to help further this goal.

1- Developments in the plan area can and should have less parking

The plan proposes 3500 housing units with 6308 parking spaces. Sunnyvale is also proposing 3200 to 5800 housing units in its plan for the Lawrence Station area, with a proposal for 1-1.7 parking spaces per unit. We recommend aligning with Sunnyvale's policies, with 1-1.5 parking spaces per unit. I1-1

We strongly recommend requiring unbundled parking, and creating parking to be shareable to start, so that parking that is not used by one use can be usable by others.

The plan proposes 100,000 square feet of retail space with approximately 4 parking spaces per thousand square feet. which will put thousands of new customers within an easy nondriving catchment area for the retail. Therefore we would suggest 3 parking spaces per ksqft instead.

2 - Transportation Demand Management

We commend the inclusion of transportation demand management programs for the plan area to reduce traffic impact. I1-2

We strongly recommend that developments follow the regional best practices in San Mateo in its Rail Corridor Plan Area (on the Caltrain corridor between Hillsdale and Hayward Park stations), where trip counts are monitored and reported on an annual basis to commissions and Council. This approach is being used in San Mateo (see attachment) and all developments are in compliance to date.

Another effective practice that we strongly recommend is to design the TDM plans for developments with tiers of measures. If the development is not in compliance initially, then additional measures are required. If the development is not in compliance after several attempts, eventually penalties are assessed. However, the goal is not to assess fines, but to work with the developer/property manager to enable compliance.

The TDM plans for the area should include deep-discount Caltrain GoPasses, which are available for residential developments, and provide access to buses in addition to trains. The plans should also provide memberships with carshare programs. This provision should be written flexibly to support new shared vehicle modes that are likely to emerge during the lifetime of the projects.

I1-2 Cont.

Lastly, we recommend having these developments collaborate with Sunnyvale on a Transportation Management Association for the entire Lawrence Station Area. The joint TMA could together provide shuttle service, carshares, and other transportation benefits for residents and employees in the Lawrence Station neighborhood on both sides of the city line.

3) Provide safe pedestrian crossings for Westlake Urban residents.

The Westlake Urban project is proposed to be located adjacent to Ryder Street, which connects Lawrence Expressway and Central Expressway. The EIR states that the County of Santa Clara intends to continue to utilize Ryder Street as an effective onramp for the expressways, and therefore a grade separated pedestrian crossing should be constructed to enable residents to cross Ryder Street.

This proposal, which would require residents to take a longer walk, including an uphill grade, to get to retail locations and anywhere outside the development itself, will encourage residents to get into cars to take even the shortest trips, in a plan area that is intended to be transit and pedestrian-friendly.

I1-3

We strongly encourage the City of Santa Clara to work with the Santa Clara County Expressways to enable Ryder to function as a neighborhood street for residents, with safe, direct pedestrian crossings, and a squared off intersection enabling drivers to see pedestrians and to travel at a speed that will reduce risk to pedestrians.

4) Assess impact of car lanes on walking and bicycling.

In order to mitigate LOS impacts, the EIR proposes additional turn lanes on Bowers/Kifer, Bowers/Monroe, Great America/Mission, and Great America/Tasman. However, these additional lanes will reduce safety for walking and bicycling. The impact on walking and bicycling will also affect proposed additional housing and employment uses near those intersections.

I1-4

Meanwhile, according to new rules implementing SB743, CEQA will soon change its definition of transportation impact to VMT/Capita, and LOS will go away as a CEQA transportation impact.

I1-4 Cont. We recommend eliminating or deferring these mitigation measures, and focusing instead of improving bicycle and pedestrian connections.

5) Low-stress bicycle network.

I1-5 As a mitigation measure we recommend fair share funding an analysis of a potential "low-stress" bicycle network for routes connecting these housing developments and work sites within a 3-5 mile commute, including Nvidia, the Mission/Great America/Oracle area in North Santa Clara, Peery Park in Sunnyvale, and North First San Jose. This is the methodology used by Google's bike plan, with a goal of attaining a 40% bicycle commute mode share for employees who live within 5 miles of Google's Mountain View campus
(see: https://bikesiliconvalley.org/betterbiking/google-bike-vision-plan-2015/)

These changes have the potential to reduce the traffic impact, greenhouse gas emissions, and particulate pollution associated with the development, and increase the use of sustainable and healthy transportation.

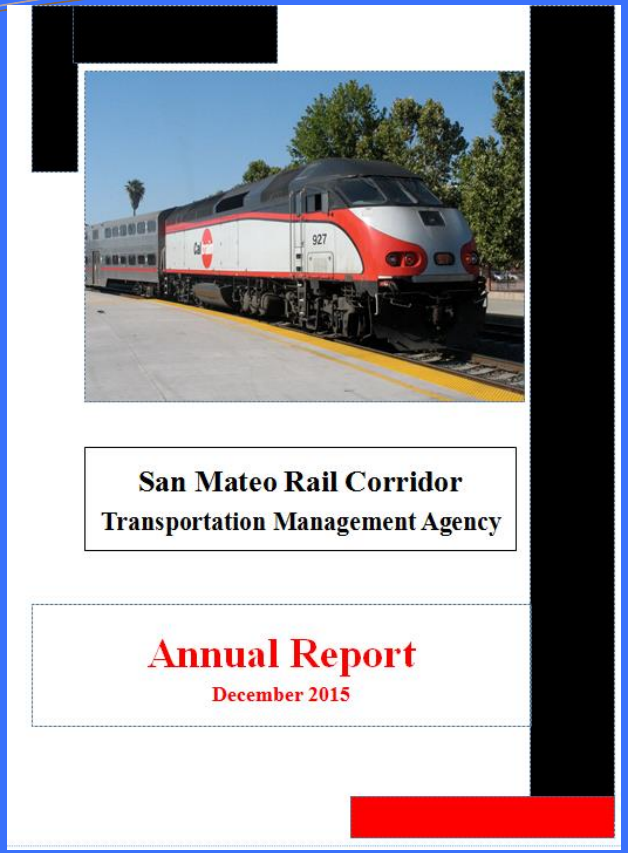
6) Increased below market rate housing.

I1-6 The plan proposes to include 44 below market rate housing units. Since work started on this plan, the region's housing crisis has deepened, with increasing displacement of lower-income residents, as employment has far outpaced housing supply. Displaced workers commute from a further distance, contributing to traffic congestion, and impacting the health and family life of workers who commute as far as the central valley.

We recommend increasing the amount of below market rate housing. This is likely to reduce traffic impact, since lower-income residents typically own fewer cars and drive less, and will help address the housing affordability crisis.

Thank you for your consideration,

- Adina
Adina Levin
Friends of Caltrain
http://greencaltrain.com
650-646-4344



2015 Annual Rail Corridor TMA Update

City Council Meeting

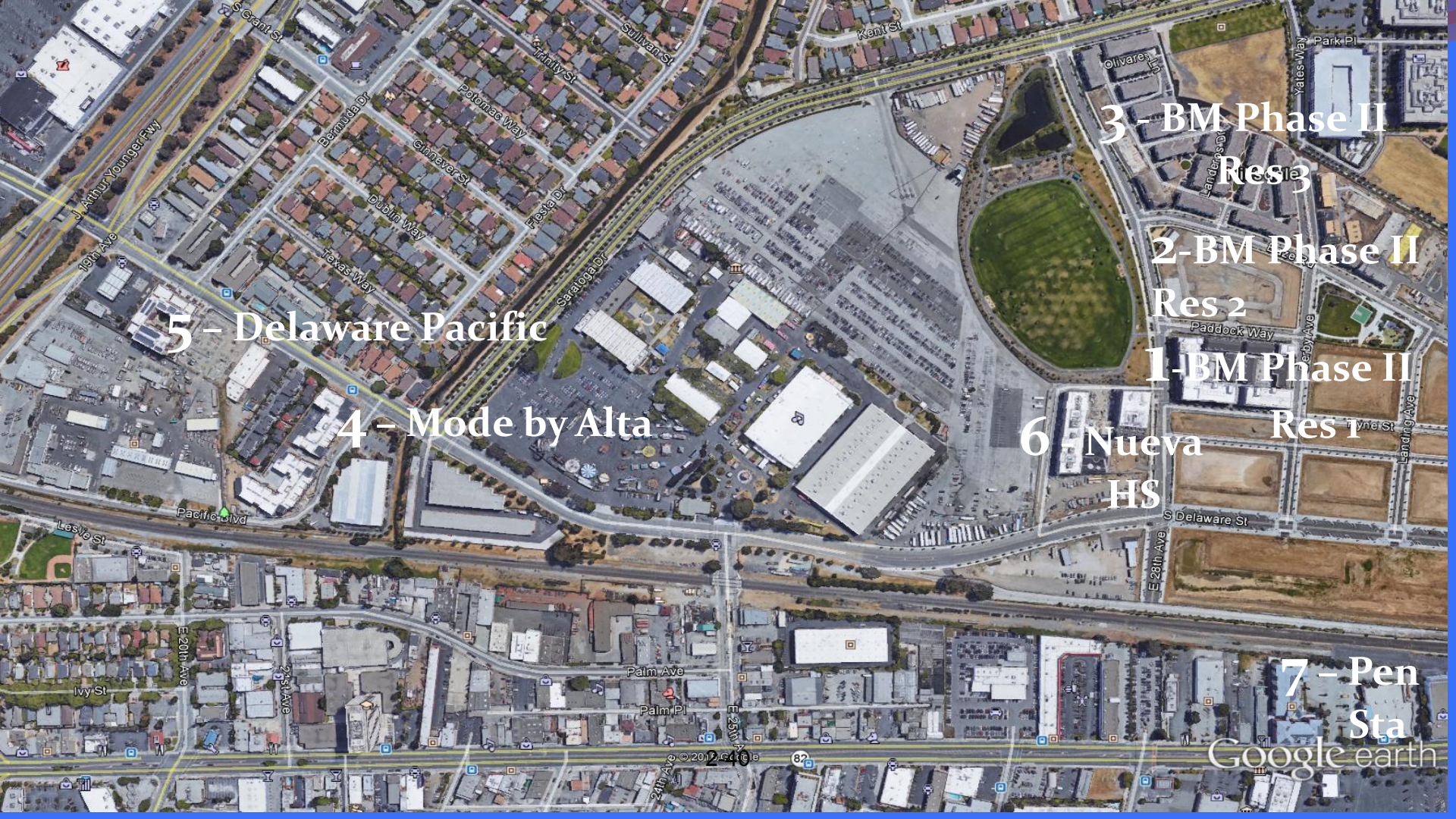
June 6th, 2016

Background

- City adopted the San Mateo Rail Corridor Transit Oriented Development Plan in June, 2005
- The Plan specifies Transportation Demand Management Policies for the Plan Area
- Policy 7.18 specified the creation of a Corridor Transportation Management Agency
- Policy 7.25 required the TMA to provide an annual report to the City Council

2015 TMA Board

- **Representatives from:**
  - Bay Meadows
  - Hines
  - Station Park Green
  - Peninsula Station
  - Delaware Pacific
  - 2000 S. Delaware Street Housing
  - Nueva High School
  - Mode by Alta

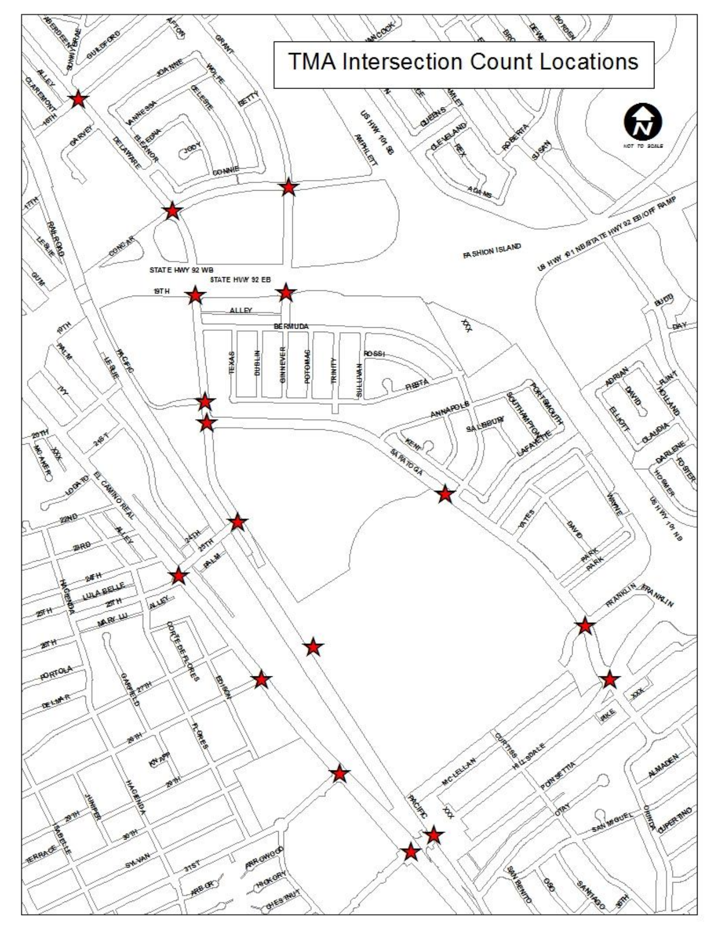

3 - BM Phase II
Res 3
2-BM Phase II
Res 2
1-BM Phase II
Res 1
5 – Delaware Pacific
4 – Mode by Alta
6 – Nueva
HS
7 – Pen
Sta
Google earth

2015 Occupied Developments

- Mode by Alta (2089 Pacific) – 111 units
- Bay Meadows Phase II (block 1) – 108 units
- Bay Meadows Phase II (block 2) – 80 units
- Bay Meadows Phase II (block 3) – 156 units

2015 Activities of the TMA

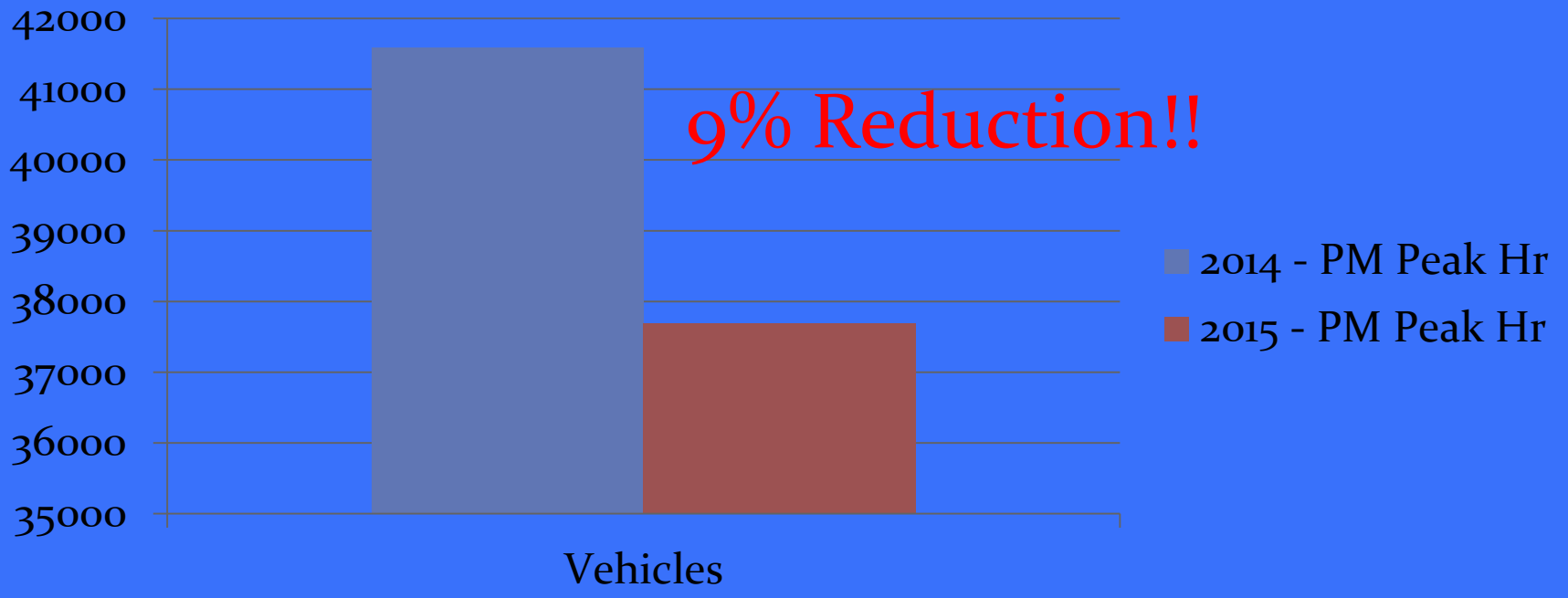
- **Three General Meetings – March, June and Dec**
- **One Board of Directors Meeting - March**
- **Annual Counts collected in October/November**
  - 17 Corridor Area Intersections
  - Driveway Count – Pen Station, Delaware Pacific, Bay Meadows Phase II, Mode by Alta, Nueva High School
- **Continued Oversight by Commute.org**



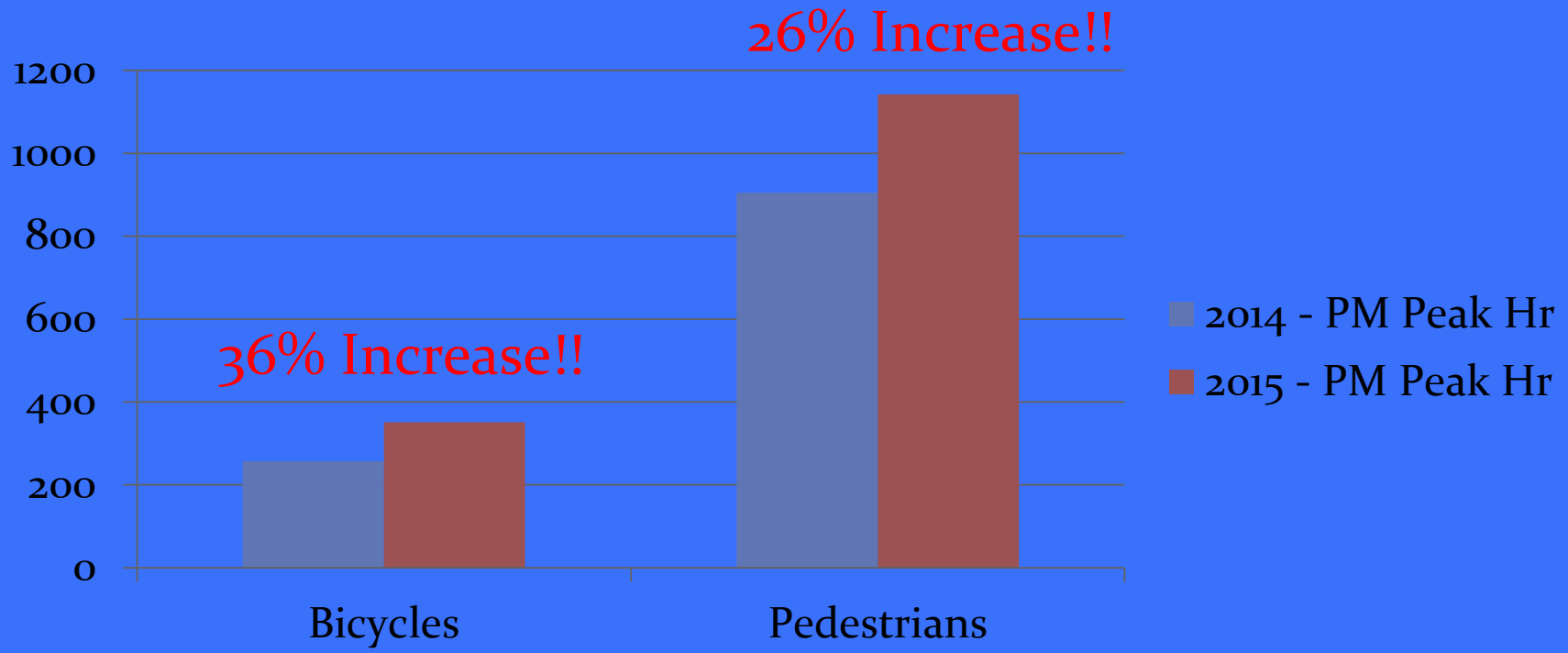
TMA Count Locations

2-43

Vehicle Volume (2014-2015)



Bike & Ped Volumes (2014-2015)

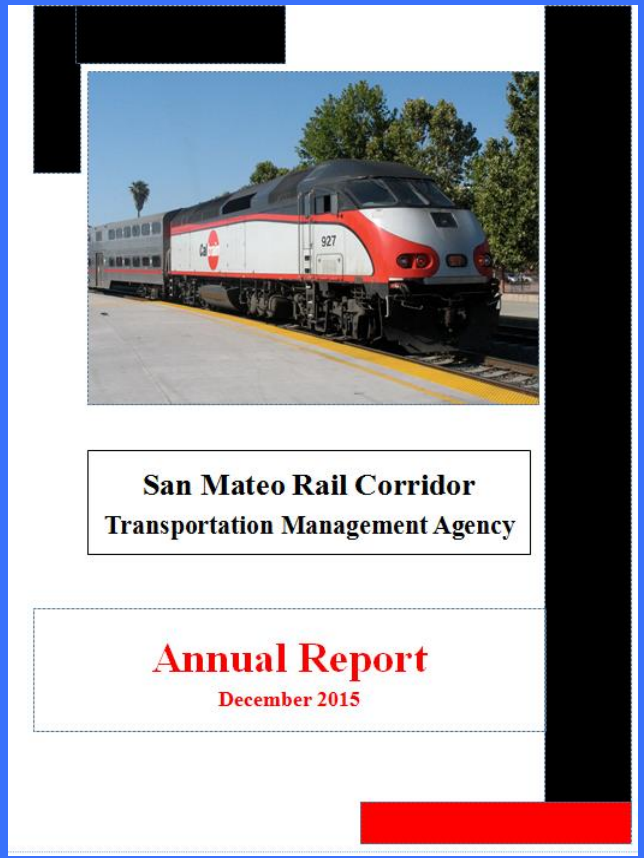


Key Findings in 2015

- Occupied residential units increased to 455 from 128
- Vehicle traffic– Decreased by 9%
- Bicycle – Increased by 36%
- Pedestrian – Increased by 26%
- Development Driveway Counts – All developments were in compliance and did not exceed their project trip thresholds

Recommendation

- **That the City Council review and approve the TMA Annual Report.**



Any Questions?

Response to Comment Letter I1: Friends of Caltrain

I1-1 The City of Santa Clara appreciates the comments provided by the Friends of Caltrain. This comment is noted for the record and will be considered during the project approval process.

The commenter suggested revisions to the proposed parking ratio requirements within the LSAP. This comment will be considered by the City's decision makers, but does not raise inadequacies with the analysis contained within the draft EIR. Section 4.3, Transportation and Traffic of the draft EIR, identifies TDMs with a variety of parking management strategies that would be considered and applied as a condition of approval. Please see **Master Response 1** for more information on the TDM program.

I1-2 The commenter asserts the importance of TDM measures and suggests the implementation of a variety of TDM strategies for the LSAP. Such suggestions include implementing TDMs with tiers of measures in order to further enable compliance of mitigation measures, and reduced rate Caltrain GoPasses to incentivize local transportation. The City agrees with the commenter. As described in **Master Response 1**, the City would require that future applicants within the LSAP incorporate a TDM program as a condition of approval.

I1-3 The commenter requests that the City reconsider the proposed pedestrian overcrossing at Ryder Street. As discussed in Chapter 3.0, Project Description of the draft EIR, Ryder Street currently functions as a ramp between Central Expressway and Lawrence Expressway. The County of Santa Clara is requiring a grade-separated crossing at Ryder Street to be included as a part of the project. Draft EIR Section 4.3, Transportation and Traffic, determined that a grade-separated crossing at this location was necessary to reduce potential hazards to pedestrians. The precise configuration of this crossing (e.g., above grade, below grade, partially depressed Ryder Street) is unknown due to uncertainties related to an upcoming grade separation project at Lawrence Expressway and Kifer Road. However, the crossing structure would be located within the area of disturbance assessed for the LSAP. Refer to Response to Comment 16-1 for additional information.

I1-4 As noted by the commenter, a statewide shift from Level of Service (LOS) to VMT metrics under CEQA is in-progress. However, this change from LOS to VMT analysis under CEQA has not been formally adopted by the California Office of Planning and Research, and is anticipated for 2017. Given this, the City has not adopted VMT-based significance criteria for CEQA analysis;

therefore, the approach to the traffic impact analysis and mitigation measures outline in the draft EIR are adequate. However, a main purpose of the LSAP is to enhance pedestrian and bicycle facilities, while improving access to nearby transit, and therefore the project itself would reduce vehicle trips for the land uses allowed by the LSAP.

I1-5 The commenter recommends fair share funding and an analysis of a potential "low-stress" bicycle network. Section 4.3, Transportation and Traffic, of the draft EIR did not identify an impact associated with a bicycle safety for which this recommended mitigation measure would be warranted.

As described, the City of Santa Clara is committed to improving bicycle facilities; this is demonstrated by the City's bicycle master plan. Additionally, the LSAP is consistent with the following General Plan policies, demonstrating both the City's and the LSAP's commitment towards providing a safe biking environment.

- 5.8.1-P4: Expand transportation options and improve alternate modes that reduce greenhouse gas emissions.
- 5.8.1-P6: Implement Level of Service standards that support increased transit ridership, biking and walking, in order to decrease vehicle miles traveled and reduce air pollution, energy consumption and greenhouse gas emissions.
- 5.8.2-P1: Require that new and retrofitted roadways implement "Full-Service Streets" standards, including minimal vehicular travel lane widths, pedestrian amenities, adequate sidewalks, street trees, bicycle facilities, transit facilities, lighting and signage, where feasible.
- 5.8.4-P1: Provide a comprehensive, integrated bicycle and pedestrian network that is accessible for all community members.
- 5.8.4-P2: Provide a system of pedestrian and bicycle friendly facilities that support the use of alternative travel modes and connect to activity centers as well as residential, office and mixed-use developments.
- 5.8.4-P4: Facilitate implementation of the bicycle and pedestrian classifications as illustrated on the Bicycle and Pedestrian Network Diagram in Figure 5.7 3 of the General Plan.

A full discussion of project consistency with relevant General Plan policies can be found in draft EIR Section 4.13, Transportation and Traffic.

I1-6 The commenter expresses concerns regarding the number of proposed below-market rate housing units for lower-income residents. The LSAP includes 3,500 residential units which would consist of for sale, for rent, and affordable units. The City's General Plan indicates that the inclusionary housing policy requires at least 10 percent of for-sale units in residential projects (of 10 units or more) be set aside for affordable housing. The LSAP would be required to comply with the City's affordable housing policy and, therefore, fore-sale projects under the LSAP will offer a minimum of 10 percent of units at moderate to low income levels. As outlined in the draft LSAP, project Development Objective 3 asserts its commitment to housing diversity by requiring a range of unit types as a condition of approval. Subsequently, the LSAP will be fully compliant with the Santa Clara General Plan Policy 5.3.2-P8 and the Housing Element.

SIERRA CLUB
FOUNDED 1892

Loma Prieta Chapter serving San Mateo, Santa Clara & San Benito Counties

September 16, 2016

John Davidson, Principle Planner,
Planning Division,
1500 Warburton Avenue,
Santa Clara, CA 95050

RE: Comments on Draft EIR for Lawrence Station Area Plan

Dear Mr. Davidson,

Thank you for providing the opportunity for the Sierra Club Loma Prieta Chapter to comment on Lawrence Station Area Plan draft environmental impact report (EIR).

We are pleased that the plan proposes to transform the underutilized site into a pedestrian-friendly, mixed-use, and transit-oriented community and to develop a linear park, pocket parks, and a trail. However, we find that the Draft EIR has raised some critical impacts that need to be thoughtfully addressed.

We hope that our comments will encourage the City of Santa Clara to re-evaluate the Lawrence Station Area Plan and the Draft EIR to bring it line with the vision and goals of the proposed project.

Importance of including Performance Metrics

We believe, it is essential to be able to measure the progress of any plan and to include methodologies to measure positive (or negative) impacts of the proposed developments in order to ensure sustainable development and enhanced quality of life in the City.

I2-1 **Hence, we recommend adoption, where possible, of clear performance measures in the LSAP. These measures provide a feedback loop to inform the City whether we are achieving goals and policies by tracking performance metrics such as percent reduction in single occupancy vehicles, percent coverage by tree canopy, walk score, bike score, reduced job-housing imbalance, water usage.**

1. Air Quality

The draft EIR mentions that implementation of the proposed project would increase construction-period and operational emissions that will cumulatively increase certain pollutants to a considerable extent (draft EIR p. 2-7 Impact AQ-3). Also, implementation of the proposed plan would conflict with or obstruct implementation of the applicable air quality plan as it will contribute to a large increase in vehicle miles traveled. Specifically, at maximum build-out, the air pollutants resulting from transportation, energy, and
I2-2 other area sources such as off-street emissions would increase reactive organic gases and nitrogen oxide, worsening the air quality. This increase in net emissions might violate the BAAQMS regional significance thresholds.

Currently in the south bay, cardiovascular events, chronic lower respiratory disease and lung cancer, are among the top 5 leading causes of death among residents. Scientific studies by such reputable

organizations as the American Heart Association, World Health Organization, and The International Agency for Research on Cancer have established a causal relationship between these diseases and both short and long-term exposure to air pollution.

Recommendation:

I2-2 Cont.

a. Mandatory and more robust TDM: To protect the health of residents of the City of Santa Clara, who are already significantly burdened by poor air quality, it is clearly imperative that the city incorporate **a more robust, mandatory transportation demand management** plan into the EIR. This mitigation strategy will result in reduced air pollution and is a viable strategy.

b. Mode-share goals in transportation demand management: The transportation demand management plan must prioritize and achieve transit, pedestrian, and bicycle travel, safety and connectivity for these modes above cars, using **clearly stated and measurable goals** for shifting the mode share, and a pro-active program for meeting these goals.

c. The program should **include third party monitoring and regular reporting** to ensure compliance, with a process and penalties for non-compliance.

2. Noise:

The draft EIR notes that future projects on the proposed site could exceed the noise standards identified in the General Plan and Santa Clara City Code. The City establishes 55 dBA as the noise level limit compatible with residential land uses and noise level exceeding 70dBA is considered incompatible with residential land uses. Current noise level at the study area location is between 70-78 dBA (draft EIR p. 4.10-5). Additionally, the existing and new streets could cause on-road vehicular noise and could expose people to excessive ground-borne noises (draft EIR p. 2-26, Impact NOI-1) raising up stress levels and reducing quality of life.

I2-3 **Recommendation:**

We recommend that **the city use rubberized asphalt**[1] **as a pavement material on new streets as well as old streets, when they are upgraded, to reduce noise.**

The streets surfaced with rubberized asphalt not only reduce vehicular noise but also are cooler and skid resistant.

The use of rubberized asphalt is now fairly common in the Bay area. It was first widely used in the US by the Arizona Highway Department. It is now fairly common in the Bay Area and has been demonstrated to provide longer lasting road surface with better performance. [2]

1 http://www.asphaltinstitute.org/wp-content/uploads/Thickness_Mix/Noise_Reducing_Pavements.pdf

2 Report on Status of Rubberized Asphalt Traffic Noise Reduction: The conclusions of the 6-year study, in

Sacramento, California, indicate that the use of rubberized asphalt on Alta Arden Expressway resulted in a 60% reduction in traffic noise energy, and a clearly perceptible decrease in traffic noise. This traffic noise attenuation from rubberized paving is similar to the results documented in several non-related studies conducted in recent years at other locations, both nationally and internationally.

Arizona DOT found that durability, especially crack resistance and a smooth-riding surface were and still are key benefits for using rubberized asphalt. The resulting reduction in tire noise is usually in the range of 4 to 6 decibels. This is a very significant reduction as a 4 decibel reduction is a 60% reduction in noise level.

3. Biological Resource:

The Draft EIR mentions that the proposed project could affect nesting birds, roosting bats, and trees (Draft EIR p. 2-14: BIO-1, BIO-3). Not mentioned is the devastating impact of building design causing unnecessary bird fatalities. To reduce the impact on biological resources, we recommend that the city in the proposed project area implement the mitigation strategies mentioned below.

Recommendations:

a. Bird Safe Design and Reflective Glass Standards

Santa Clara is on the main Pacific Flyway for bird migration- these include a great variety of birds. Millions of birds fly through the area and use the Bay Area as a rest stop on their annual migrations.

I2-4

Reflective glass surfaces are confusing and detrimental to wild birds, and may cause thousands of unnecessary deaths[3]. Recent studies estimate that 300 million to a billion birds die each year as a result of collision with glass windows and structures[4]. This is an unnecessary toll on bird populations, a toll that can be reduced if buildings are designed or retrofitted with bird safety in mind.

Audubon Society's guidelines for Bird-Safe Design should be incorporated into the mitigation strategies in the EIR[5].

The State of North America's Birds 2016 report provides the first-ever conservation vulnerability assessment for all 1,154 native bird species that occur in Canada, the continental United States, and Mexico[6]. The study includes several migratory bird species that are found in the area around Santa Clara. Hence, the DEIR for LSAP should incorporate bird-safe design standards as mitigation.

c. Green Infrastructure and Resilience

The LSAP area, after its full development, will lead to immense growth in population of both residents and employees, deepening the impact on environment. Hence, it is necessary to implement resilient design principles while developing this area.

I2-5

Green infrastructure provides not only environmental benefits, but also economic and social benefits. Implementation of green infrastructure is a cost-effective way to convert grey-scapes to greenspaces.

We recommend green infrastructure strategies such as flood plain parks, urban storm water wetlands, and greenways ecological networks be included in the LSAP. They will provide biological benefits as they can be used to gain resiliency and help restore the ecology[7]. Therefore, they should be incorporated in the in the DEIR as mitigation for the intensification of use in this urbanized footprint and in the LSAP as resilient strategies.

3 The invisible killer causing thousands of migratory bird deaths

4 http://www.aoucospubs.org/doi/pdf/10.1650/CONDOR-13-090.1

5 Bird safe design guidelines should be considered for the entire City. San Francisco, San Jose, Oakland, Palo Alto, Sunnyvale has established citywide bird-safe design guidelines

6 https://www.allaboutbirds.org/state-of-north-americas-birds-2016-more-than-one-third-in-need-of-conservationaction/

7 https://www.epa.gov/green-infrastructure/what-green-infrastructure

d. Urban Trees Canopy:

Increasing urban tree canopy has numerous benefits. The good tree canopy

- reduces storm-water runoff
- improves air quality
- sequesters carbon
- provides shade
- keeps the microclimate cooler
- reduces soil-erosion
- adds immeasurably to the quality of life for city dwellers

I2-6

Planting **native** trees is a high priority, over the usual street tree lists, as they are drought-tolerant and support a web of native birds, insects and small mammals.

Hence, we recommend very clear guidelines and metrics for creating a strong urban tree canopy, using native trees, in the LSAP.

e. Light pollution

Light pollution has negative impacts on wildlife and ecosystems. It also affects human health, and the darkness of the night sky[8]. The potential for significant light pollution in LSAP area should be reduced and mitigated. A project of this size needs to look at impacts on regional light pollution and reduce sky glow, glare, and light trespass especially toward the bay and wildlife flight paths. The International Dark-Sky Model Ordinance should be used as a basis for lighting requirements for the Project[9].

I2-7

The Bird-Safe Design ordinances and guidelines that are currently being considered by the City of Sunnyvale and San Jose should be considered for adoption by the City of Santa Clara and be applied especially to the LSAP study area as well as to every other new development in the City.

4. Land-use

The proposed land uses in the LSAP study area are very high density residential, high density residential, medium density residential, low density residential, public/quasi-public and park/open spaces. These densities are spread through-out the study area creating variety in physical form. But we believe that for transit-oriented development they should be placed as described follow.

I2-8

Figure 4-2 on the LSAP Plan document shows that very-high density areas are located beyond the half-mile radius from transit station, whereas, medium and low density lie with-in half-mile radius. If more people live close to transit station, they are more willing to use public transit to commute.

Recommendation:

8 http://darksky.org/light-pollution/

9 http://darksky.org/our-work/public-policy/mlo/

We suggest that the **very-high density units should be located closest to the Cal-train station with lower density further away.**

I2-8 Cont.

Also, affordable housing should be located with-in half-mile radius as people living in these units are most likely to use public transit. This can further reduce parking demand, lowering parking requirements, in turn, making space for adding more housing units.

Transfer of development rights between parcels might be considered as a means to achieve a minimum average density over the whole area.

5. Sustainability

Climate change is evident and it is essential that new developments should be built on the principles of sustainable practices. These practices ensure economic and structural development without depleting natural resources. Hence, we recommend using the following techniques.

Recommendation:

a. **Required LEED Rating:** We recommend that the **entire study area meet LEED-ND standards and each building meet minimum LEED-Gold standards**. It will ensure effective use of energy and will ensure sustainable development of LSAP.

b. Zero Energy: Zero Energy buildings are those who develop enough renewable energy to meet its annual energy consumption requirements, thus reducing the use of non-renewable energy in the building sector[10]. Along with LEED rating, each **project should aim for zero energy use through use of solar collectors or other sustainable energy generators.**

Also, strategies for energy saving such as **motion sensor controlled street-lights** should be used in the development of LSAP.

I2-9

Green roofs as stand-alone or in conjunction with solar collectors will add to the sustainability of the proposed study area.

c. Electric Charging Stations and Zip-Cars: Zip-car (car-share) and EV charging stations are mentioned in the plan, but it is not clear how many stations are planned for each location, nor is their adequacy for the projected increase in electric vehicle use.

- **The percent of zip-cars to be included should be clearly stated as this is critical to reducing parking spaces to one car per household. This is a very viable strategy for reducing parking**
- **EV charging percentage should be clearly included for mitigating GHG by encouraging electric cars.**

d. Water Reusability

In drought prone areas like California, it is essential that water conservation should be one the prime concerns. LSAP will add 9,145 residents to the City of Santa Clara, increasing usable water demand. Additional, the landscaped area will require water for plant and tree survival.

10 http://energy.gov/eere/buildings/downloads/common-definition-zero-energy-buildings

I2-9 Cont.

Hence, we recommend **the re-use of storm water by providing catchment areas, rain-gardens, enhanced tree-pits, bio-swales and water infiltration strategies**[11]**.**

6. Population and Housing

The LASP proposes to build 3,500 rental/for-sale residential dwelling units along with the provision of variety of housing options. It will help to reduce job-housing imbalance in the City of Santa Clara. The three applicants, the Westlake Urban LLC, Summer Hill Housing group, and True Life Companies, will build **1,364 residential dwelling units on almost half of the proposed site** in first phase of the development. We appreciate the variety of dwelling units created by the project, but we feel that the proportion of **affordable housing in the project needs to be increased**.

In phase one, which is there will be **3.66% affordable units**[12] of the total dwelling units in phase one.

I2-10

Recommendation:

We recommend that the **affordable housing be 15% (preferably more) of the total build out capacity, creating 525 affordable housing units**. The breakdown of those units should reflect the **income levels in ABAG's RNHA Guidelines 2014 – 2022.**

Given that affordable housing coupled with reduced parking has been demonstrated to be the most effective strategy for meeting regional air quality and transportation goals, **availability of affordable housing along with better accessibility to Cal-train will allow individuals from lower income brackets to use alternative modes of transportation.** It will also help Cal-train, which with increased user base can improve the frequency and service to the region.

7. Transportation and Traffic

Because of the addition of 3,500 residential units, the proposed project will increase the traffic considerably. As noted in the draft EIR, addition of phase-1 and the total built-out will exacerbate the traffic conditions at intersections at peak hours (Impact TR-1), degrading the air quality, greenhouse gas (GHG) levels, noise, congestion and time spent in traffic. The plan proposes strategies to mitigate the environmental impacts caused by traffic generated due to LSAP, which are ineffective and does not provide a robust solution to reduce traffic problem. Hence, we believe that the following strategies will be more effective in reducing traffic problems.

I2-11

Recommendations:

a. Transportation Demand Management

The LSAP draft EIR suggests a robust transportation demand management program. It mentions various tools to reduce auto trips such as unbundled parking, bicycle facilities, car sharing incentives,

11 Philadelphia implements Green Storm water Program that focuses on infiltration and retention using various green infrastructure tools. http://www.phillywatersheds.org/what_were_doing/green_infrastructure

New York has implemented programs to manage urban storm water run-offs
http://www.nyc.gov/html/dep/html/stormwater/combined_sewer_overflow_bmps.shtml

12 Currently, Summer Hill Housing group is providing 44 below market rate housing and True Life Companies is providing ten percent affordable housing that is 4.8 housing units.

and transit incentives, but it lacks a goal for overall trip reduction, nor does it include any TDM enforcement strategies. Currently, the drive alone rate in the bay area is very high.

The TDM Programs for the developments within LSAP should be made mandatory not only in LSAP area but, if possible, for the entire Lawrence Station Area including Sunnyvale.

We **believe that the Plan should set a goal of minimum of 20% trip reduction, or more, as a basic goal and also set a clear and effective enforcement strategy.**

I2-11 Cont.

Unbundled parking should be made mandatory for all the developments, and **transit passes and car-share membership provided to tenants.**

Reporting and third party monitoring should be regular and transparent so that progress or lack of it is clear to council.

A Phased Plan for TDM Programs allows identification of milestones for phased goals set for the development of the program. Hence, **we recommend a phased plan, as used in the San Mateo Rail Corridor plan, in which phased goals are set.** The goal would be raised as transportation infrastructure is improved. For example, when Cal-train electrification increases frequency of trains.

b. Parking Maximums to reduce parking

One of **the most effective strategies to reduce auto trips is by reducing parking** within developments. Per the draft EIR, the parking ratio proposed for residential areas is 1.8 space per multi-family unit and 2 spaces per single family unit. Total of 6,308 parking spaces for 3,500 residential units.

LSAP is a transit-oriented development and such high parking ratios **will not discourage auto use**. We recommend that MAXIMUM parking ratios for transit-oriented development should be:

I2-12

- **1 space per housing units maximum for all unit types,**
- **3 spaces per 1,000 SF maximum for Retail,**
- **5 spaces per 1,000 SF maximum per restaurant.**

With these parking ratios, parking on LSAP site would reduce to 3,500 total parking spaces for residential development, 35 total parking spaces for retail, and 55 total parking spaces for restaurant development. Total of 3590 parking spaces. By reducing parking ratios, the developers could reduce construction costs by +/- $37,000,000 (at $30,000 per underground space). It also frees up added space for revenue producing spaces, where more housing units could be accommodated.

c. Bicycle Facilities

I2-13

For bicycle use to be an essential mode of transport it is essential that bicycle facilities such as safe separated bike lanes, bike storage facilities, bike kitchens for maintenance and repair, and showers for employees should be provided. LSAP proposes to provide not only various bike facilities but also new and advanced bike routes within the study area.

But, we believe that **bike routes connections must be considered inside <u>as well as outside of</u> study areas for reduction of drive-alone rates.**

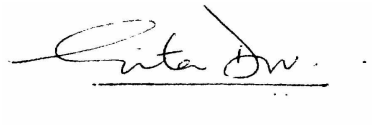
I2-13 Cont.

As shown in figure 4-6 of LASP Plan, bike lanes are shown within the site connecting Central Expressway to Kifer, but Kifer does not show bike lanes on it for continuity. There appears to be no direct bike lane access from the site to the Cal-train station.

We recommend completing the bike routes outside the study area. Also, Bike lanes along Central Expressway should be physically separated from traffic.

We submit the above comments with the expectation that our suggestions will be considered in improving Lawrence Station Area Plan. We believe the changes will result in reduced environmental impacts and hope that together we can create a robust plan that will improve the quality of life and welfare of the residents of the City of Santa Clara.

Respectfully submitted,



Gita Dev, Co-Chair

Sustainable Land Use Committee, Sierra Club Loma Prieta

CC Santa Clara Planning Commission
Rajeev Batra, Santa Clara City Manager
Lee Butler, Santa Clara Planning Director
Mike Ferreira, Chair, Sierra Club Loma Prieta
James Eggers, Exec. Director, Sierra Club Loma Prieta

Response to Comment Letter I2: Sierra Club

I2-1 The City of Santa Clara appreciates the comments provided by the Sierra Club. This comment is part of the administrative record and will be considered during the project approval process. The importance of mitigation management expressed by the commenter to track proposed development is noted and is required by CEQA.

As part of the CEQA environmental review procedures, Public Resources Code Section 21081.6 requires a public agency to adopt a monitoring and reporting program to ensure efficacy and enforceability of any mitigation measures applied to the proposed project. The Mitigation Monitoring and Reporting Program (MMRP) is a CEQA-required component of the EIR process for the project. Therefore, the lead agency must adopt an MMRP (see **Chapter 4.0** of this Response to Comments document) for mitigation measures incorporated into the project or proposed as a condition of approval. The MMRP will allow the City to track and enforce implementation of the mitigation measures. Furthermore, TDM measures are subject to annual reporting as part of the City's Climate Action Plan, ensuring additional transparency from the proposed development.

I2-2 With regard to the commenter's concern regarding construction- and operation-period emissions, Chapter 4.2, Air Quality, of the draft EIR explains that Mitigation Measures AQ-1, AQ-2, and AQ-3 identified in the draft EIR would reduce these potential impacts to a less-than-significant level.

As described in Response to Comment R1-2, the lack of consistency with the Clean Air Plan is due to the anticipated growth within the LSAP study area. While the General Plan's Phase II Land Use Plan considers the LSAP to be an important focus area, the General Plan and the Clean Air Plan did not account for all of the 3,500 dwelling units proposed under the LSAP. Additionally, since no residents currently live within the LSAP study area, the draft EIR conservatively assumed a baseline of zero daily vehicle miles traveled (VMT). Using this conservative approach, buildout of the LSAP would increase VMT by 567 percent by 2020 and 326 percent by 2040. For these reasons, the impact was considered significant and unavoidable.

The City agrees that a TDM program will be important for to reduce the number of vehicle trips and will require all applicants within the LSAP to have a TDM program as a condition of approval. See **Master Response 1** for more information regarding the TDM requirements for the LSAP.

I2-3 The commenter suggests the incorporation of rubberized asphalt into project design for increased noise mitigation. As presented in Table 4.10-3, Section 4.10, Noise and Vibration of the draft EIR, the LSAP and its associated noise mitigation measures are consistent with General Plan policies and have adequately reduced the noise impacts identified throughout the environmental analysis. Therefore, additional mitigation is not warranted to reduce potential noise impacts.

I2-4 The commenter recommends that the project incorporate bird-safe design guidelines. Not only is the study area is a fully-developed industrial neighborhood located approximately 3 miles from the edge of the San Francisco Bay, but the majority of product types are residential and retail uses, which will not use any mirrored glass. Although development within the study area would intensify existing land uses, the area is already developed with highly disturbed, urbanized land uses. Additionally, a professional biologist was consulted to identify potential impacts to native nesting birds protected by the Migratory Bird Treaty Act and the California Fish and Game Code. As discussed in draft EIR Section 4.3, Biological Resources, implementation of Mitigation Measures BIO-1a through BIO-1c would project-related impacts to migratory birds. Bird-safe design guidelines are not required to reduce potential impacts under CEQA.

The City has considered bird-safe design measures for projects closer to the San Francisco Bay and in a less urbanized area of the City, and will continue to consider such measures for future projects.

I2-5 The commenter asserts the importance of green infrastructure within the LSAP, such as flood plain parks, urban storm water wetlands, and greenways, etc.

The City agrees with the commenter and the draft EIR identified that the LSAP would implement bioretention areas for stormwater treatment, native landscaping, and public open space areas for such reasons. Consequently, the LSAP is consistent with General Plan policy 5.10.4-P5 by virtue of its incorporation of stormwater treatment and bioretention in project design. The Santa Clara draft LSAP includes guidelines for sustainable practices and infrastructure such as green building standards, water wise landscape design, use of pervious surfaces and required installation of a larger stormwater drainage system to address future development and growth of the project footprint. The City will continue to consider implementation of green infrastructure for future projects.

I2-6 The LSAP proposes several strategies to encourage a tree canopy, including Open Space Design Guideline 5 (see page 83 of the draft LSAP) and the streetscape design guidelines (see page 94 of the draft LSAP). This comment does not raise any issues with the adequacy of the draft EIR or characterization of potential effects. Therefore, this comment is noted for the record, and no further response is required.

I2-7 The comment notes that the light pollution and glare related to the LSAP should be reduced and requests for bird-safe design guidelines.

As discussed in Section 4.1, Aesthetics, new structures proposed under the LSAP would add new sources of light and reflective surfaces that may result in additional glare. Though existing industrial/commercial uses in the vicinity currently generate light and glare from streetlights and exterior lighting, the volume of light and glare from the proposed developments would be substantially greater than existing conditions. The LSAP includes the following design guidelines related to new sources of light and glare:

- Lighting Design Guideline (LD) 1.3: Avoid overly bright lights and frontal floodlighting. Use lower wattage light sources. Lighting of landscape elements from a distance can interfere with nighttime vision and is discouraged. Up-lighting should only be used where it will not interfere with the vision of passersby. Choose appropriate light sources. Consideration should be given to the intensity and color of the light to ensure it complements the elements to be illuminated. High-pressure sodium lighting is prohibited. For consistency's sake, color temperature for all the exterior lighting should be 3000°k [Kelvin] unless required to be otherwise.
- LD 1.4: Fixtures should be designed to direct light exactly where it is intended and appropriate shielding should be used to prevent light trespass and glare.
- LD 1.6: Lighting should be provided of a height, spacing and intensity so as to create comfortable, safe and consistent illumination. Lighting should be shielded to prevent glare and designed so that illumination does not exceed 0.2 foot-candles on abutting community residential edges or 0.5 foot-candles on abutting community nonresidential edges.
- LD 1.7: Following standards for illumination should be followed.
    - For streets, illumination at pavement level should be maintained between 0.5 & 1.0 foot-candles. The ratio of average to min. illumination should be no less than 4:1.
    - For sidewalks, paths, and open spaces, horizontal illumination at grade level should be no less than 0.5 foot-candles. Vertical illumination at six feet above grade level should be no less than 1.0 foot-candles. Light sources should have an initial output of no

more than 1,000 lumens, generally. The ratio of average to minimum illumination should be no greater than 5:1.

- For building entrances, illumination should be maintained between 2.5 and 5.0 foot-candles.

Implementation of LD 1.3, LD 1.4, LD 1.6, and LD 1.7 would reduce the potential for new sources of light to produce unwanted spillover, and would establish standards and guidelines to prevent excessive sources of light and glare. Implementation of these design guidelines would minimize light and glare resulting from the development under the LSAP. This impact would be less than significant under CEQA. Please refer to Response to Comment I2-4 for a discussion of bird-safe design guidelines.

I2-8 The commenter asserts that the LSAP design should be configured that the higher-density land uses be located nearest to Caltrain in order to increase proximity to transit hubs. Additionally, the commenter recommends that low-income units be placed closer to Caltrain for similar transit benefits.

The City notes this comment. The comment does not raise any issues with the adequacy of the draft EIR or characterization of potential effects requiring no further response. Please also see **Master Response 2**.

I2-9 The commenter asserts and recommends implementation of sustainable technology strategies to reduce project impact. To clarify, the LSAP proposes to implement the latest sustainable development practices including but not limited to compliance with the latest green building standards, the conservation of water and energy resources and reduction of waste. The project also includes infrastructural elements such as stormwater drainage and bioretention basins, as presented in Chapter 3.0, Project Description of the draft EIR.

Please also see **Master Response 2**.

I2-10 The commenter recommends that development within LSAP take additional measures to offer below market rate units. The City's General Plan indicates that the inclusionary housing policy requires at least 10 percent of for-sale units in residential projects (of 10 units or more) be set aside for affordable housing. Project within the LSAP would be required to comply with the City's affordable housing policy and, therefore, will offer a minimum of 10 percent of its for-sale units to buyers with moderate to low income levels. This comment is noted for the administrative record and will be considered during project approval. Also, please see response to comment I1-6 of this document.

I2-11 The commenter recommends that TDM programs be implemented for development within LSAP. Please see **Master Response 1** for more information regarding implementation and enforcement of the TDM requirements as required by the City and the CAP.

I2-12 As described in **Master Response 1**, the City will require a TDM program as a condition of approval for all developers within the LSAP study area. Such measures would include transit incentives, ride sharing, and bicycle programs. These TDMs would assist in reducing vehicles miles traveled and the overall need for vehicles. This comment is part of the administrative record and will be considered during the project approval process.

I2-13 As the commenter acknowledges, the LSAP proposes a number of improvements that would enhance bicycle accessibility. Such measures include bicycle lanes, racks, storage lockers, and a bicycle station for repair and secure storage. Bicycle lanes outside of the LSAP study area are not a feasible mitigation measure for this project because the City cannot guarantee timely implementation of such improvements on roadways outside of the City's jurisdiction (such as Lawrence Expressway and Central Expressway, which are under Santa Clara County jurisdiction). However, the City is requiring bicycle improvements along Kifer Road as a condition of approval for the SummerHill Homes project. In addition, the City is committed to meeting the bicycle improvements and objectives outlined in the City of Santa Clara Bicycle Plan Update (2009) and the Santa Clara 2010-2035 General Plan (2010).

PERKINSCOIE

505 Howard Street
Suite 1000
San Francisco, CA 94105-3204

T +1.415.344.7000
F +1.415.344.7050
PerkinsCoie.com

Letter I3

September 14, 2016

Marie A. Cooper
MCooper@perkinscoie.com
D. +1.415.344.7012
F. +1.415.344.7212

VIA E-MAIL

John Davidson, Principal Planner
City of Santa Clara Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050

Re: Lawrence Station Area Plan (LSAP) Draft EIR
SCH#2015022059, PLN2014-10500 and CEQ2015-01187

Dear Mr. Davidson:

I am writing on behalf of The True Life Companies (TTLC) to comment on the LSAP Draft EIR. Thank you for such a thorough and detailed analysis of the LSAP and the TTLC project.

I3-1 1. TTLC Project. The diagrams and maps in the DEIR correctly depict the development plans proposed by TTLC. However, the text erroneously refers to 48 units, when TTLC proposes only 45 units. TTLC proposes 7,467 SF of public open space and 15,205 SF of common open space. Also, TTLC's project plans confirm that the amount of impervious surface will actually be reduced on site.

The proposal for 45 units will produce lesser impacts than were studied. Also, the Draft EIR already acknowledges, on page 4.8-20, that "impervious surfaces within the study area would be likely be reduced . . . ." Accordingly, these clarifications of TTLC project details do not substantially affect the environmental analysis. However, TTLC's fair share of costs and mitigation measures should be based upon 45 units.

I3-2 2. Clarification of Mitigation Responsibilities. Please clarify, for each mitigation measure, what the responsibilities of the TTLC project will be.

I3-3 3. Air Quality and GHG Emissions of TTLC Project Are De Minimus. The TTLC project comprises only 45 units out of the 1,361 units, plus 37,450 square feet of retail, studied for Phase 1. At 45 units, the TTLC project falls below the BAAQMD screening thresholds for operational criteria pollutants, operational greenhouse gas emissions and certain construction emissions, provided only that BAAQMD construction dust control measures are implemented. (BAAQMD 2011 CEQA Air Quality Guidelines, Table 3-1, and §§ 3.1.1, 3.1.2 and 3.5.1) In fact, the TTLC project is *substantially* below the screening criteria, since the screening criteria are designed for projects with greater emissions. The screening criteria are designed for greenfield development projects,

that are not subject to current Title 24 regulations or the sustainability requirements of the City of Santa Clara, and that are not close to transit. (*Id*. at p. 3-1)

I3-3 Cont. Because the TTLC project falls below the screening thresholds, it will not contribute considerably to LSAP-wide emissions, or to the emissions of the cumulative scenario in the Draft EIR. (E.g., BAAQMD 2011 CEQA Air Quality Guidelines, p. 2-1, noting that thresholds for air pollutants and GHG emissions determine whether a project's emissions would be cumulatively considerable.)

4. Air Quality - Mitigation Measures AQ-4 and AQ-7 Are Not Appropriate For The TTLC Project. As noted above, the TTLC project will not contribute considerably to construction or operational emissions. Accordingly, Mitigation Measures AQ-4 (construction) and AQ-7 (operational) are not appropriate for the TTLC project. The Air Quality appendix to the Draft EIR reveals that mitigation of the other, much larger Phase 1 projects will achieve less than significant levels for all of Phase 1 combined.

For construction emissions, the significant emissions from Phase 1 are limited to ROG and NOx. (DEIR, Table 4.2-8, on page 4.2-36) To achieve less than significant levels, a 45.8-pound reduction in ROG, and a 35.4-pound reduction in NOx, are required. (*Id.*)

I3-4 The Air Quality appendix reveals[1] that these reductions will be achieved by the large Phase 1 projects, without mitigation from the de minimus TTLC project.

For operational emissions, the significant emissions from Phase 1 development are limited to ROG, which exceed the threshold by only 0.94 tons per year. (DEIR, Table 4.2-9, on pages 4.2-38 to 4.2-39) The Air Quality appendix indicates that mitigation by all three Phase 1 projects will achieve a reduction of 1.179 tons,[2] which is 125% of the reduction needed. TTLC's 45 units (studied as 48 units) are trivial in light of this excess mitigation; the elimination of mitigation for the TTLC project would not cause emissions to exceed the threshold.

I3-5 5. Biology - Mitigation Measure BIO-1c is not feasible. Mitigation Measure BIO-1c, on page 4.3-10 of the Draft EIR, requires removal of all potential nesting substrates by

[1] For the SummerHill construction emissions, see pages 96 and 112 of the pdf file that contains the Air Quality appendix. For the Westlake construction numbers, see page 155 of the pdf file. The numbers on these pages are stated in terms of tons per year, while the thresholds are stated in pounds per day. The Draft EIR projects 260 construction days per year. (DEIR, footnote 1 to Table 4.2-8, on p. 4.2-36) Accordingly, multiplying the tons per year times 2,000 pounds per ton, and then dividing by 260 days, will yield pounds per day.

[2] Compare 16.5401 tons in the unmitigated operational scenario for Phase 1 (on page 193 of the Air Qualify appendix pdf file) to 15.3611 tons in the mitigated operational scenario for Phase 1 (on page 203 of that pdf file).

February 1st. Missing that deadline could mean that construction is delayed for an entire year. Accordingly, Measure BIO-1c is not feasible.

Mitigation Measures BIO-1a and BIO-1b require the applicant to follow the recommendations of qualified ornithologist, conduct pre-construction surveys, and observe protection buffers around any discovered nests. These common protections are usually deemed sufficient to protect nesting birds. Nonetheless, we recognize the City's desire to ensure further protection by reducing the risk that bird nests will be found during surveys. We suggest the following measure in lieu of Measure BIO-1c:

I3-5 Cont.

> If construction activities will not be initiated until after the start of the nesting season, the applicant shall demonstrate, to the satisfaction of the Director of the Community Development Department, prior to the issuance of a demolition or grading permit, that the applicant is implementing the recommendations of a qualified ornithologist regarding measures to be taken to reduce the potential for active nests to be located on the project site during construction. Such measures may include, but are not limited to: removal of nesting substrates prior to the start of the nesting season, installation of reflective strips, placement of imitation predators, or installation of speakers broadcasting intermittent sounds associated with predators.

6. Cultural – Clarify That Mitigation Is Required Only For Significant Resources. The Draft EIR appropriately explains that significant impacts could occur only if there is harm to certain cultural resources. However, Mitigation Measures CUL-3 and CUL-4 might be read to require mitigation for impacts to resources that are not significant, or to require protections not appropriate under CEQA. The measures should be clarified. Suggested text amendments are included in the appendix to this letter.

I3-6

Thank you for your consideration of these comments.

Very Truly Yours,

Marie A. Cooper

Appendix – Suggested Edits To Measures CUL-3 and CUL-4
(ellipses replace unedited text)

Mitigation Measure CUL-3: . . . . earthwork within 25 feet of these materials shall be stopped until a qualified professional archaeologist has an opportunity to evaluate the potential significance of the find and suggest appropriate mitigation(s), as determined necessary to protect **any significant** ~~the~~ resource.

Should any previously unknown prehistoric resources be discovered during grading . . . . The qualified professional archaeologist and Native American contacts would have an opportunity to evaluate the potential significance of the find **under CEQA** and suggest the appropriate steps to protect **any significant** ~~the~~ resource. ~~Such p~~**P**rehistoric resource**s that require evaluation to determine whether they are significant** could include charcoal, obsidian or chert flakes, grinding bowls, shell fragments, bone, or pockets of dark, friable soils. The **appropriate steps that may be taken to address significant finds** ~~se~~ may include some or all of the following:

(A) According to CEQA Section 15126.4, avoidance is the preferred mitigation. Since CEQA provisions regarding the preservation of historic resources direct that adverse effects to **significant** historic resources shall be avoided, if feasible, the **significant** resource shall be protected from damaging effects through avoidance**, if feasible**.

. . .

(C) If avoidance of any previously undiscovered **significant** archaeological **resource** ~~site~~ is not feasible, data recovery shall be conducted in accordance with an approved Archaeological Data Recovery Plan (ADRP) to mitigate adverse effects to the significance of the **resource** ~~site~~ – the area of data recovery being limited to the area of adverse effect. A professional, qualified archaeologist shall conduct data recovery in compliance with CEQA Guideline Section §15064.5. Once the s**ignificant resource** ~~site~~ has been properly tested, subject to data recovery, or preserved to the satisfaction of the professional archaeologist in compliance with CEQA Guideline §15064.5, the site can be further developed.

Mitigation Measure CUL-4: A discovery of a paleontological specimen during any phase of the LSAP buildout shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should loss or damage **to a resource that is significant under CEQA** be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.

Response to Comment Letter I3: The True Life Companies

I3-1 The commenter asserts that while Figure 3-2 of the draft EIR depicts the correct diagram of the proposed True Life Companies project site, the draft EIR text should be revised to refer to 45 dwelling units, instead of 48 dwelling units. The City concurs with this comment, and the draft EIR is revised accordingly. The reduction of three dwelling units has a negligible effect to the analysis in the draft EIR and should not substantially change the conclusions. Given that the draft EIR assumed a higher number of units, the impacts would lessen with the 45 dwelling units, and no new impacts would occur. For this reason, the following revisions to the impact analysis are required.

Page 3-12, Chapter 3.0, Project Description, of the draft EIR:

As shown in the **Table 3-2**, ~~1,364~~ 1,361 residential dwelling units, 187,015 square feet of public open space, and 37,450 square feet of retail are analyzed at a project level in this draft EIR. Approximately ~~2,136~~ 2,139 dwelling units, 87,413 square feet of public open space, and 66,550 square feet of retail are analyzed at a program level and would be constructed by future developers within the study area.

Table 3-2 Summary of Program-Level Evaluation

	Proposed Land Use		
	Residential (du)	**Open Space (sf)**	**Retail (sf)**
Phase 1	~~1,364~~ 1,361	187,015	37,450
Westlake Urban Project	*328*	*0*	*0*
SummerHill Homes Project	*988*	*187,015*	*37,450*
True Life Companies Project	*~~48~~ 45*	*0*	*0*
Future Development	~~2,136~~ 2,139	87,413	66,550
LSAP Buildout Total	**3,500**	**274,428**	**104,000**

Source: RTKL, 2016

Page 3-20, Chapter 3.0, Project Description, of the draft EIR:

True Life Companies – Project Components

True Life Companies proposes to develop ~~48~~ 45 attached residential units within 6 building structures at a density of 23.5 dwelling units per acre.

Page 3-21, Chapter 3.0, Project Description, of the draft EIR:

Table 3-7 Summary of True Life Companies Development Program

Proposed Land Use Type	Number of Dwelling Units (du)	Total Square Feet (sf)
Residential		
Townhomes	~~48~~ 45	1,400 to 2,000
TOTAL	~~48~~ 45	**95,000**
Recreational Amenities		
Common Open Space (Paseo/Plaza)	N/A	15,018 (<0.01 acres)
Public Realm Open Space	N/A	12,539 (<0.01 acres)
TOTAL	**N/A**	**27,557 (<0.01 acres)**

Source: True Life Companies, 2015

Page 4.13-26, Section 4.13, Transportation and Traffic, of the draft EIR:

As shown in **Table 4.13-5**, development under the LSAP would replace the existing light industrial uses with 3,500 dwelling units, 104,000 square feet of retail space and 16,560 square feet of civic space (fire station). Buildout of the LSAP would also include 6.3 acres of open space. Phase 1 would include the current development proposals for Westlake Urban, SummerHill Homes, and True Life Companies, which includes ~~1,364~~ 1,361 dwelling units and 37,450 square feet of retail.

Table 4.13-5 Existing and Proposed Development

Phase	Land Use			
	Light Industrial	Residential	Retail	Civic
Existing	**939,884 sf**	**0**	**0**	**16,560 sf**
Phase 1	**(939,884) sf**	**~~1,364~~ 1,361**	**37,450 sf**	**16,560 sf**
SummerHill Homes	0	988 du	37,450 sf	0
Westlake Urban	0	328 du	0	0
True Life Companies	0	~~48~~ 45	0	0

Phase	Land Use			
	Light Industrial	Residential	Retail	Civic
Future Development	**0**	**~~2,136~~ 2,139**	**66,550 sf**	**0**
LSAP Buildout Total	**(939,884) sf**	**3,500 du**	**104,000 sf**	**16,560 sf**

Source: Fehr and Peers, 2016

Notes: () represents a subtracted land use amount; sf = square feet; du = dwelling units

Page 4.14-18, Section 4.14, Utilities and Service Systems, of the draft EIR

The remaining ~~2,136~~ 2,139 dwelling units and 66,550 square feet of retail space allowed under the LSAP would be constructed by future development.

The remaining ~~2,136~~ 2,139 dwelling units and 66,550 square feet of retail space allowed under the LSAP, not proposed within Phase 1, would be constructed by future development.

Page 4.14-25, Section 4.14, Utilities and Service Systems, of the draft EIR

Based upon the solid waste generation rates outlined in the General Plan, future development of the LSAP would generate approximately 665[8] of solid waste per day from non-residential uses, and approximately 76,469 pounds[9] of solid waste per week from residential uses for a total of ~~2,110~~ 2,112 tons per year[10].

Footnote 9: 35.8 lbs per dwelling unit per week * ~~2,136~~ 2,139 dwelling units = ~~76,469~~ 76,576 lbs per week

Footnote 10: (665 lbs per day * 365 days)+(~~76,469~~ 76,576 lbs per week *52 weeks) (0.0005 tons/lb)= ~~2,110~~ 2,112 tons per year

I3-2 **Chapter 4.0** of this Response to Comments document includes the MMRP. The MMRP was formatted to clearly distinguish which mitigation is required for each Phase 1 applicant and future developers.

I3-3 The City is aware that the True Life project site proposes fewer units than the other Phase 1 project applicants, and this has been taken into consideration, wherever appropriate, in the environmental analysis. Given the nature of this project, three separate projects would be constructed simultaneously within the same ambient atmosphere. As such, the Phase 1 air quality impacts cannot be divided by each developer and must be combined to portray the

actual air quality environment at the time of construction that would occur at the study area and its vicinity. A "project" under CEQA Section 15378 is defined by the "whole of the action" which has potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. For the reasons stated above, the True Life project cannot be segregated from the other projects for the air quality analysis under CEQA.

I3-4 See Response to Comment I3-3.

I3-5 The comment asserts that the existing Mitigation Measure BIO-1c is not feasible, and proposes an alternative mitigation to minimize impacts on nesting birds. The City agrees to replace the existing Mitigation Measure BIO-1c with the mitigation proposed by the applicant, which will result in the following text changes to the document:

Page 4.3-10, Chapter 4.3, Biological Resources, of the draft EIR:

***Mitigation Measure BIO-1c*:** ~~If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation), planned for removal, will be removed prior to the start of the nesting season (e.g., prior to February 1). This will preclude the initiation of nests in this vegetation, and prevent the potential delay of the construction due to the presence of active nests in these substrates.~~ If construction activities will not be initiated until after the start of the nesting season, the applicant shall demonstrate, to the satisfaction of the Director of the Community Development Department, prior to the issuance of a demolition or grading permit, that the applicant is implementing the recommendations of a qualified ornithologist regarding measures to be taken to reduce the potential for active nests to be located on the project site during construction. Such measures may include, but are not limited to: removal of nesting substrates prior to the start of the nesting season, installation of reflective strips, placement of imitation predators, or installation of speakers broadcasting intermittent sounds associated with predators.

I3-6 The commenter suggests text edits to cultural Mitigation Measures CUL-3 and CUL-4. The commenter's suggested edits aim to distinguish that such measures apply if an identified resource is found to be "significant" under CEQA.

To clarify, the cultural Mitigation Measures CUL-3 and CUL-4 (pages 4.4-25 and 4.4-27, respectively, of the draft EIR) are in place to protect unknown cultural resources and to outline next steps. These measures are consistent with the following General Plan policies (as discussed on page 4.4-14 in the draft EIR, Section 4.4, Cultural Resources):

- 5.6.3-P1: Require that new development avoid or reduce potential impacts to archaeological, paleontological and cultural resources.
- 5.6.3-P2: Encourage salvage and preservation of scientifically valuable paleontological or archaeological materials.
- 5.6.3-P3: Consult with California Native American tribes prior to considering amendments to the City's General Plan.
- 5.6.3-P5: In the event that archaeological/paleontological resources are discovered, require that work be suspended until the significance of the find and recommended actions are determined by a qualified archaeologist/paleontologist.
- 5.6.3-P6: In the event that human remains are discovered, work with the appropriate Native American representative and follow the procedures set forth in state law.

Identified cultural resources would not just be analyzed per CEQA significance, but would also be analyzed for eligibility for the California Register of Historic Resources (CRHR) and the National Register of Historic Places (NRHP). Additionally, Mitigation Measures CUL-3 and CUL-4 help to outline the steps in place for any identified cultural resources, regardless of whether the resource is eventually determined to be "significant". The City does not intend to revise the measures as they are consistent with the general plan.

WESTLAKE URBAN

Letter I4

September 15, 2016

City of Santa Clara Planning Division
John Davidson, Project Manager
15000 Warburton Avenue
Santa Clara, CA 95050

SENT VIA US MAIL AND EMAIL (JDAVIDSON@SANTACLARACA.GOV)

RE: Comments on Draft EIR for the Lawrence Station Area Plan

Dear Mr. Davidson:

Thank you for the opportunity to provide comments on the Draft EIR for the Lawrence Station Area Plan.

Westlake Urban is the owner of the 3.8 acre site at the corner of Lawrence Expressway and Central Expressway and is one of the applicants in the Lawrence Station Area Plan. We have been an active participant in this exciting planning effort and look forward to working with the City as the process moves forward. However, we find it necessary to bring to the City's attention our concerns regarding the Project Description, which includes a grade separated pedestrian crossing that significantly affects the Westlake Urban property.

I4-1 The second paragraph on page 3.14 states: ***"As described, the Westlake Urban project site is located adjacent to Ryder Street, which connects Lawrence Expressway and Central Expressway. The County of Santa Clara intends to maintain free-flow operations between the two expressways. Given that traffic volumes on the main approach are not likely to be controlled for pedestrians, a grade separated pedestrian crossing between the north side of Ryder Street and the retail land uses to the south of Ryder Street would be constructed prior to occupancy of the Westlake Urban project and would provide a safe connection across Ryder Street. Construction of the grade separated crossing across Ryder Street also helps to satisfy Project Objective #2, which speaks to providing strong connections for pedestrians and bicyclists."***

As an active participant in the Lawrence Station Area Plan process, we have had numerous conversations with City staff about the grade-separated pedestrian crossing. The decision to include crossing as part of the project description, was made by City staff over the objections of Westlake Urban and we hereby request that the City decision makers reconsider this decision.

Westlake Urban, LLC
520 S. El Camino Real, 9th Floor
San Mateo, CA 94402-1722

650.579.1010 main
650.340.8252 fax
westlakeurban.com

The photograph below is provided to illustrate the issues that we believe need to be thoughtfully considered by the City prior to including a grade separated crossing as part of our project description.

I4-2

As the photograph illustrates, the visual impression of these types of structures is one of an extremely unattractive eyesore, exactly the opposite of what would be expected in a well designed, pedestrian / transit oriented neighborhood.

Importantly, the size, massing and footprint of a crossing would visually divide the LSAP neighborhood rather than connect it. It would thereby marginalize the 328 proposed residential units on the Westlake Urban property and require a redesign of both the Westlake Urban site and the Summerhill site in order to accommodate the large footprint required for such a structure. The option of an “elevator served" design would result in even greater impacts and concerns. A minimum of one elevator on each side of the bridge structure would result in a structure that is even larger, taller and more visually obtrusive than the one shown in the photo above. In addition, such a design would exacerbate risks to pedestrian safety during times

I4-2 Cont. when one or both of the elevators are inevitably out of service. .

I4-3 The Draft EIR includes no analysis of the structure, no diagrams, site plans, elevations nor any description or narrative regarding the assumptions about ongoing operations and maintenance. There are no visual simulations of the crossing and most importantly no locations that would allow the public or the Santa Clara decision makers to assess the impact of the structure.

I4-4 The City staff's decision to include the crossing as part of the "project description," however well intentioned, has resulted in a Draft EIR that is inadequate in that it is in conflict with Appendix G of CEQA which states that a significant impact results when a project "will physically divide and established community." Since the Westlake Urban parcel is part of the LSAP, the inclusion of the pedestrian crossing serves as a physical barrier that will result in significant unintended negative consequences and environmental impacts that have not been addressed in this Draft EIR.

Therefore, in order to provide the Santa Clara decision makers with adequate information with which to assess the impacts of the project, the Draft EIR must be revised and re-circulated with additional information, including, but not limited to:

I4-5

- Current and projected vehicle trip information and assumptions regarding pedestrian activities that would demonstrate that a significant impact would occur and would required mitigation
- Information regarding other alternatives that have been considered by the City, such as street and crosswalk designs focused on reducing vehicle speeds in order to promote a more walkable, pedestrian oriented new neighborhood.
- Data demonstrating how pedestrian and bicycle safety impacts will be addressed with multiple alternatives for street design and pedestrian access.
- Detailed site plans depicting the precise location, size, dimensions, height, bulk and width of the proposed structure
- Sight line / visibility analyses related to ongoing vehicular access
- Details as to design requirements for construction materials, ramp slope, ADA accessibility, landscaping and lighting
- Life cycle costs and maintenance responsibilities
- Timing assumptions / analyses affecting Summerhill Homes and Westlake Urban
- A calculation of the land area and description of the acquisition and dedication process that would be necessary to accommodate the structure on the Westlake Urban and Summerhill Homes sites
- Any multi-jurisdictional regulatory or oversight obligations
- A depiction of the resulting constraints that would affect site design including building size and location and vehicular and pedestrian access for the Westlake Urban and

Summerhill Homes' sites.

- Precise intersection, sidewalk locations, utilities and other design details
- A detailed project feasibility and funding analysis
- A detailed assessment of secondary impacts
- Revisions to the Alternatives Section to include the analysis of multiple alternatives including, traffic calming measures, street design alternatives and the potential for other design considerations that would significantly affect the design parameters for the crossing such as the requirement for elevators and accommodation of bicycles.

I4-5 Cont.

There are many are similarly situated properties throughout the Bay Area and elsewhere to which this location can be compared as part of the revised and recirculated Draft EIR. Traffic calming measures and street designs that alert drivers to pedestrian activities are being constructed to favor walkability over high-speed vehicles. Those kinds of efforts are true mitigations that ensure that pedestrians are prioritized.

I4-6

The buildings and improvements that will be built as part of the LSAP are expected to last for at least 50 to 100 years. During that time, the concept of mobility (pedestrian, vehicular and bicycle) and traffic are likely to change in ways we are only now starting to imagine. Even today we see significant changes that have resulted from companies like Lyft and Uber. Rates of vehicle ownership and vehicle miles travelled are decreasing and of course transit ridership is increasing.

While it may be tempting to rely on an auto-centric neighborhood design, the LSAP presents us with an important new opportunity – to make the streets "complete streets" that accommodate many modes of mobility – but prioritize pedestrians at grade, on the street. Those (complete streets) are the kinds of streets that are remarkable - in places we all agree are high value areas.

I4-7

The photo above is a visual reminder that that place has been designed for high-speed vehicles. And if streets are designed for high speeds, vehicles will speed. And if we visually divide our new neighborhood with a large, unsightly, unnecessary and extremely expensive grade separated structure; we are missing an opportunity to have a conversation about a better way to do the important and inspiring work of city building in the 21st century.

Speaking specifically of the Westlake Urban site – its location makes it an important component of the LSAP in that it is one of the most visible and important gateways into the new neighborhood. That is why the City's consultant, RTKL has recommended that we include iconic, highly visible architectural or urban design elements that add value and connect our site to the rest of the LSAP neighborhood.

The Draft EIR includes no evidence that the grade separated crossing is feasible or that it is the appropriate solution. There is no data in the document that demonstrates the need for the crossing and there are no plans and no analyses that show the primary and secondary impacts.

I4-8

A grade separated crossing would be the wrong solution and would be contrary to a design that prioritizes pedestrians over cars. More effective and less costly alternatives are possible. The Draft EIR should have included a detailed analysis for the public and decision makers to consider. Without those analyses and alternatives, the Draft EIR is inadequate and must be revised and re-circulated to provide this much needed critical information to the Santa Clara decision makers.

Sincerely,

DocuSigned by:
Gaye Quinn
E540E624D13A402...

Gaye C. Quinn
Managing Director

Response to Comment Letter I4: Westlake Urban

I4-1 This comment requests that the City reconsider the inclusion of a pedestrian overcrossing at Ryder Street. As discussed in draft EIR Chapter 3.0, Project Description, Ryder Street (which is under County of Santa Clara jurisdiction) currently functions as a ramp between Central Expressway and Lawrence Expressway. As discussed in response to comment R4-2, the County of Santa Clara is not allowing modifications to Ryder Street; therefore, the City is requiring a grade-separated crossing arrangement at this roadway to be included a part of the LSAP project.

The precise configuration of this crossing (e.g., above grade, below grade, partially depressed Ryder Street) is unknown due to uncertainties related to an upcoming grade separation project at Lawrence Expressway and Kifer Road. Though an undercrossing at Ryder Street is not precluded in this analysis, an overcrossing at Ryder Street is a more likely viable option due to financial constraints.

The Ryder Street crossing structure would be entirely located within the area of disturbance assessed for the LSAP. The draft EIR assumed that the entire LSAP study area would be impacted by the project. Ground-disturbing impacts that may occur during construction of the pedestrian crossing structure have been assessed in Section 4.3, Biological Resources, Section 4.4, Cultural Resources, Section 4.7, Hazards and Hazardous Materials, Section 4.8, Hydrology and Water Quality. Other effects that may occur during construction of the crossing structure were adequately addressed in Section 4.2, Air Quality, Section 4.6, Greenhouse Gas Emissions, and Section 4.10, Noise and Vibration. Of particular note, an overcrossing would not exceed the anticipated grading required for the structures across the LSAP study area, as evaluated in Section 4.2, Air Quality.

Aesthetic impacts related to the pedestrian crossing structure were established in draft EIR Section 4.1 Aesthetics. As discussed in this section, an aboveground structure would not exceed the height and massing of the other structures proposed throughout the study area. Therefore, visual characteristics of the proposed pedestrian overcrossing would be comparable to adjacent buildings on the Westlake Urban and SummerHill Homes project sites. Furthermore, streets are not visually-sensitive elements of the urban landscape, so an aboveground crossing structure would not significantly detract from the visual characteristic of the area. There are no protected visual resources within the study area and its vicinity.

As stated in draft EIR Section 4.9, Land Use and Planning, the study area and surrounding region are zoned for light industrial uses and occupied by manufacturing, warehousing, commercial, and research businesses. Land

uses in this area generally employ daytime workers within a variety of disparate businesses, and lack the full-time residents and cultural amenities required to be considered an established community. Therefore, implementation of the LSAP – including the proposed pedestrian crossing at Ryder Street – would not create permanent physical barriers that would negatively impact communities in the study area vicinity.

Given the current level of detail available on this pedestrian crossing arrangement, the analysis contained within the draft EIR captures foreseeable impacts related to the proposed pedestrian crossing arrangement. Furthermore, construction and implementation of the pedestrian crossing arrangement would be subject to the mitigation measures contained within the draft EIR to reduce potential impacts. Please see **Chapter 4.0**, of this Response to Comments document for the MMRP, which lists all the mitigation measures required to reduce significant impacts associated with the project. This comment is part of the administrative record and will be considered during the project approval process, but does not raise inadequacies related to environmental analysis conducted in the draft EIR.

I4-2 The comment suggests that the pedestrian overcrossing at Ryder Street would visually divide communities within the LSAP. Refer to response to comment I4-1 for a discussion of potential aesthetic impacts related to the pedestrian crossing arrangement.

The size of the elevated structure depicted in the comment letter indicates a crossing over a multilane roadway, and is not indicative of roadway conditions along the two-lane, approximately 40-foot wide Ryder Street. Furthermore, like all structures built in the City, the pedestrian overcrossing would be subject to the City's design review process. Finally, LSAP Architectural Design guideline 1-10 (stated below) would ensure that the proposed crossing structure is visually consistent with its surroundings.

> AD 1-10 – Design the proposed grade-separated crossing to be architecturally compatible with existing and proposed surrounding buildings. Require design review of the proposed grade-separated crossing through the Architectural Committee.

I4-3 The comment notes that the draft EIR lacks adequate detail on the proposed pedestrian crossing structure. The precise configuration of this structure is unknown due to uncertainties related to an upcoming County of Santa Clara Roads and Airports Department grade separation project for Lawrence Expressway at Kifer Road. See Response to Comment I4-1.

I4-4 The commenter asserts that a pedestrian crossing would physically divide an established community, thus conflicting with CEQA Appendix G. Refer to Response to Comment I4-1 for a discussion of potential land use impacts related to the pedestrian crossing arrangement. This comment is part of the administrative record and will be considered during the project approval process.

I4-5 The commenter states that additional information should be incorporated into the EIR to address potential impacts related to the proposed pedestrian crossing arrangement. Most of the analysis requested by the commenter would not serve to identify physical impacts or mitigation measures to reduce physical impacts, which is the purpose of the EIR process per CEQA. Potential direct and indirect impacts related to this pedestrian crossing structure could occur to aesthetics and land use and planning, but as discussed in Response to Comment I4-1, these impacts were adequately addressed in the draft EIR.

I4-6 The comment suggests alternative measures to eliminate the need for a pedestrian crossing structure. This comment will be considered by the City Council, but does not raise inadequacies with the analysis of conclusions contained within the draft EIR. Please see Response to Comment I4-1.

I4-7 The commenter asserts that the proposed grade-separated Ryder Street overcrossing is not cohesive with the LSAP vision. This comment will be considered during the project approval process, but does not raise inadequacies with the analysis of conclusions contained within the draft EIR.

I4-8 The commenter believes that the draft EIR lacks detailed analysis on the proposed pedestrian crossing structure and requests recirculation. According to California Code of Regulations subsection 15088.5, recirculation on and EIR is required under the following conditions:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

As discussed in Response to Comment I4-1 through I4-7, the commenter does not raise new significant environmental impacts related to the proposed pedestrian crossing structure, nor does the commenter provide substantial evidence for an increase in the severity of an impact identified in the draft EIR. Therefore, the City asserts that the draft EIR contains adequate information to analyze CEQA-related impacts related to this structure, and recirculation of the draft EIR is not warranted.

3.0 EIR TEXT REVISIONS

3.1 INTRODUCTION

This chapter describes revisions to the Lawrence Station Area Plan (LSAP) draft Environmental Impact Report (draft EIR) by errata as allowed by the California Environmental Quality Act (CEQA).

Changes are organized by chapter and page number, as the text appears in the draft EIR. An explanation of the change, including a cross-reference to where it is located in the document, is described and presented in italics. Strikethrough text (i.e., ~~strikethrough~~) indicates text removed from the draft EIR. Underlined text (i.e., <u>underlined</u>) indicates text added to the draft EIR.

3.1.1 TEXT REVISIONS

Chapter 1.0, Introduction

Page 1-2: Staff initiated change

This draft EIR evaluates areas of the LSAP on both program- and project-level analyses. The program-level analysis considers the proposed LSAP urban design strategy and future buildout of the project. The analysis is consistent with CEQA Guidelines Section 15168 that states that a program EIR may be prepared in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program. The program EIR can be used in the future to simplify the task of preparing environmental documents as subsequent activities in the study area would be examined in the light of the program EIR. <u>While this EIR provides general mitigation measures and guidance for the future buildout areas within the LSAP study area, future development will need to be assessed to determine if additional CEQA analysis is required once detailed plans are actively proposed.</u>

Chapter 2.0, Executive Summary

Page 2-4: Staff initiated change

> CEQA Guidelines Section 15126(d) requires the Lead Agency to consider alternatives to the project that meet the project's basic objectives, while avoiding or reducing significant impacts. CEQA also requires consideration of the No Project Alternative and identification of an environmentally superior alternative. The environmentally superior alternative is discussed in detail in **Chapter 5.0, Alternatives**. The draft EIR considers ~~four~~ three potential alternatives:

Table 2-2 contains a summary of impacts and mitigation measures related to the project. Proposed text revisions to several mitigation measures (listed here and described in detail throughout this document) will be incorporated into Table 2-2.

- *Mitigation Measure CUL-1, Section 4.4, Cultural Resources, Page 4.4-22*
- *Mitigation Measure CUL-2, Section 4.4, Cultural Resources, Page 4.4-24*
- *Mitigation Measure HAZ-1,Section 4.7, Hazards and Hazardous Materials, Page 4.7-20*
- *Mitigation Measure HAZ-2,Section 4.7, Hazards and Hazardous Materials, Pages 4.7-20 through 4.7-22*
- *Mitigation Measure NOI-3, Section 4.10, Noise and Vibration, Pages 4.10-24 through 4.10-26*
- *Mitigation Measure UTIL-1, Section 4.14, Utilities and Service Systems, Page 4.14-27.*

Chapter 3.0, Project Description

Page 3-1: Staff initiated change

> The LSAP proposes a buildout capacity of 3,500 residential dwelling units, 104,000 square feet of retail, and approximately 6.3 acres of public open space in conjunction with the proposed paseos, plazas, and walkways. The City intends to achieve a targeted residential density of 45 to 56 dwelling units per acre within the study area. The LSAP would require a General Plan amendment from Light Industrial to ~~Lawrence Station Area Plan~~ to allow the proposed land uses and rezone from ML (Light Industrial) to zoning districts that implement the proposed General Plan designations ~~Lawrence Station Area Plan zoning~~. The LSAP would also require an amendment to the Santa Clara Climate Action Plan.

Page 3-23: Staff initiated change

3.6.3 City and Agency Approvals/Permits

To implement the proposed improvements, the project would be required to obtain the following land use entitlements and approvals from the City:

- **Environmental Impact Report**: Certification of the final EIR
- **General Plan Amendment**: A General Plan amendment from Light Industrial to allow the proposed land uses
- **Rezoning**: A rezone from the current light industrial zoning to zoning districts that implement the proposed General Plan designations
- **Santa Clara Clean Air Plan Amendment**: This amendment would account for new residential development in the study area
- [Note to City – please add any other relevant approvals]

Chapter 4.0, Environmental Impact Analysis

Page 4-1: Staff initiated change

Pursuant to Section 15125(a) of the California Environmental Quality Act (CEQA) Statue and Guidelines, the environmental setting constitutes the on-the- ground physical environmental conditions in the vicinity of the study area at the time the notice of preparation (NOP) is published. The environmental setting normally constitutes the baseline relative to which a lead agency determines whether an impact is significant. The NOP was published on February 17, 2015; for the purposes of this draft EIR, this is the baseline date used for the impact analysis.[1] Due to project revisions, the NOP was reissued on September 8, 2015, which began a 30-day public comment period that ended on October 9, 2015. All relevant public scoping comments received public comment periods are incorporated into the draft environmental impact report (draft EIR).

Page 4-7: Table 4-1 has been revised to reflect the changes noted below.

[1] traffic counts were conducted between June 2013 to November 2015 to prepare the Traffic Impact Analysis

Table 4-1 Past, Present, and Foreseeable Future Projects

Name	Address	Description	Status[2]
City of Santa Clara			
City Place Santa Clara	5155 Stars and Stripes Drive	239 acres of mixed-use development including 5.7 million square feet of office, 1.1 million square feet of retail, 250,000 square feet of food and beverage, 190,000 square feet of entertainment, 1,360 residential units, and 700 hotel rooms	Pending Review
Levi's Stadium	4949 Marie P. DeBartolo Way	1.85 million square-foot stadium that seats up to 75,000 attendees	Completed
Santa Clara Square	2600-2016 Augustine Drive	2,200 rental apartment units, 40,000 square feet of retail space, 4,500 square feet of leasing space, and 38,000 square feet of amenity space on a 39.7-acre lot	Pending Review
Tasman East Focus Area	east of Lafayette Street, north of Tasman Drive, West of Guadalupe River Trail	The Tasman Focus Area is envisioned as a mixed-use area that includes residential housing with a density ranging up to 100 units per acre, open space and recreational amenities, supportive commercial services, and public services	Planning
City of Sunnyvale			
2 Lot Subdivision	1400 Kifer Road	2-lot subdivision and Use Permit for FAR of 57% on one parcel within the subdivision	Pending Review
Intuitive Surgical Office Campus[3]	1050 Kifer Road	The project ~~is within the Sunnyvale Lawrence Station Area Plan,~~ would construct 560,731 square feet of office uses and parking structures	Pending Review
Mixed-Use Project[4]	1120 Kifer Road	This project ~~is within the Sunnyvale Lawrence Station Area Plan, and~~ includes 9,350 square feet of retail and 520 apartment units	Pending Review
Sunnyvale LSAP	Surrounding the Lawrence Caltrain Station at the eastern boundary of the City of Sunnyvale	This program-level plan would redevelop a 319-acre site to add 2,323 new residential units, 1.2 million square feet of office uses, 16,600 square feet of retail, and 9,000 square feet of industrial land uses.	Pending Review

Source: City of Santa Clara, 2016; City of Sunnyvale, 2016

[2] The status of past, present, and foreseeable future projects may have changed since the NOP was published.

[3] This project is part of the Sunnyvale Lawrence Station Area Plan.

[4] This project is part of the Sunnyvale Lawrence Station Area Plan.

4.1 Aesthetics

In response to a request by True Life Companies, Figure 4.1-5 in the draft EIR will be updated as represented on the following pages.

True Life Companies Proposed Visual Character Figure **4.1-5**

Source: True Life Companies, 2015

True Life Companies Proposed Visual Character

Figure 4-1.5

Source: True Life Companies, 2015

4.2 Air Quality

Page 4.2-13: A portion of Table 4.2-3 will be revised to reflect the changes noted below.

Clean Air Plan - BAAQMD Control Strategy Measures	Project Consistency
TCM D-2: Improve Pedestrian Access and Facilities	**Consistent**. A TDM program would be required as a condition of approval for each of the projects that would be allowed by the LSAP to allow access and improved connections throughout the area to pedestrians. Some of these TDM strategies include developing an urban community that encourages walking, improved pedestrian circulation, and designing buildings ~~to make~~ that are easily accessible to pedestrians. In addition, a pedestrian crossing arrangement at Ryder Street is included as a condition of approval for the project.

Page 4.2-26: Table 4.2-5 will be revised to reflect the changes noted below.

Table 4.2-5 Combined Construction Source Cancer Risks, $PM_{2.5}$ Concentrations, and Hazard Index at Construction Maximally Exposed Individual (MEI)

Source	30-Year Adult Cancer Risk[5] (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Acute or Chronic Hazard Index (HI)
Project Construction	24	0.1	0.01
Central Expressway and Lawrence Expressway Combined	4.9	0.4	<0.01
Kifer Road	<1.0	<0.1	<0.01
Total	~~<29.9~~ 27.5	<0.6	<0.03
BAAQMD Cumulative Source Threshold	*100.0*	*0.8*	*10.0*
Exceed Threshold?	***No***	***No***	***No***

Page 4.2-28: Staff initiated change

[5] The OEHHA guidelines and newly recommended BAAQMD exposure parameters were used in this evaluation.

Kifer Road. Kifer Road would have an ADT volume of 21,800 in the study area (see **Appendix B)**. The maximum increased cancer risk from Kifer Road was computed as 2.1 in one million; well below the BAAQMD's threshold of 10 in one million excess cancer cases per million. This was modeled in the southeast corner of the proposed True Life Companies project site adjacent to Kifer Road, and is shown in **Figure 4.2-2**.

Page 4.2-41: Staff initiated change

Phase 1

As indicated in **Table 4.2-8**, predicted construction NOx and ROG emissions would exceed the BAAQMD significance thresholds and would be a potentially significant impact. However, implementation of **Mitigation Measures AQ-1, AQ-2** and **AQ-4** would reduce the NOx and ROG impact to a level of less than significant. **Mitigation Measures AQ-5** would also be required, which would require the use of low-VOC paint for the SummerHill Homes site. With implementation of these mitigation measures, construction-period criteria pollutant emissions would be less than significant.

Page 4.2-42: Staff initiated change.

Given that ~~criteria pollutant emissions are site specific and~~ overall air quality is a regional phenomenon, Phase 1 would not have a cumulatively considerable contribution to criteria pollutant emissions during construction or operation, and the cumulative impact would be less than significant.

Future Development

…Implementation of the LSAP would result in long-term area and mobile source emissions from operation and use of the subsequent developments. As discussed above, implementation of the LSAP would contribute a large increase in VMT and population growth in Santa Clara. ~~With no way to accurately measure population growth in the plan area (because there currently are no residences), this impact is conservatively found to significant. No feasible mitigation is identified to reduce the impact to less than significant. Therefore, buildout of the LSAP would have a cumulatively considerable contribution to criteria pollutant emissions once operational. This impact is considered significant and unavoidable.~~ While General Plan Phase II Land Use Plan considers the LSAP to be an important focus area, the General Plan and the Clean Air Plan did not account for all of the 3,500 dwelling units proposed.

Additionally, since no residents currently live within the LSAP study area, the draft EIR conservatively assumed that daily vehicle miles traveled (VMT) would increase 567 percent by 2020 and 326 percent by 2040. For these reasons the impact was considered significant and unavoidable.

4.3 Biological Resources

No changes were made to this section of the draft EIR.

4.4 Cultural Resources

Pages 4.4-20 and 4.4-21: Staff initiated change

Phase 1

Twelve existing buildings within the Phase 1 project sites would be approximately 50 years or older at the time they would be demolished (~~2017~~ 2016) and were evaluated for potential eligibility to be listed on the CRHR. One building is located on the True Life Companies project site; eleven buildings are located on the Summer~~h~~Hill Homes project site. To be eligible for the CRHR, a resource must meet one of the criteria identified in **Subsection 4.4.3, Regulatory Setting**.

Page 4.4-22: Staff initiated change

Mitigation Measure CUL-1: For buildings that have not been specifically analyzed as a part of this EIR, projects within the LSAP that would require demolition of buildings older than 50 years would be subject to the following measures:

- Evaluation: Any buildings within the study area that are or will reach 50 years of age prior to demolition will be evaluated for significance (CRHR eligibility) in accordance with the criteria in 36 CEQA Section 15064.5
- If a building is determined to be eligible, a qualified architectural historian would draft a plan for the building's treatment that would be reviewed by the City to ensure treatment complies with the Secretary of the Interior Standards for the Treatment of Historic Properties.
- Recordation: Appropriate Department of Parks and Recreation forms (DPR 523) will be prepared and submitted by the project applicant.

Page 4.4-24: Staff initiated change

Mitigation Measure CUL-2

…Before construction, True Life Companies and future development, shall obtain the services of a qualified archaeological consultant to analyze specific project impacts and ground disturbance in order to prepare an appropriate archaeological monitoring plan (AMP) or archaeological testing plan (ATP) to ensure there are no adverse impacts to CA-SCL-134, and to address the possibility that project construction may impact previously unknown buried archaeological resources (see **Mitigation Measure CUL-3**).

Where feasible, Resource CA-SCL-134 shall be avoided. If avoidance is not feasible, data recovery shall be conducted in accordance with an approved Archaeological Data Recovery Plan.

Archaeological testing, monitoring, and any resulting data recovery shall be conducted by a professional archaeologist in compliance with CEQA Guideline Section §15064.5. In addition, the professional archaeologist should consider the results of Native American consultation and provide for a Native American monitor when applicable during future monitoring or testing.

4.5 Energy

Page 4.5-7: Staff initiated change

Construction of development under the LSAP would adhere to the applicable energy conservation requirements in the Santa Clara Climate Action Plan, including the recycling of construction/demolition waste, and provisions to promote alternative construction fuels. In addition, **Mitigation Measure AQ-2** would further reduce impacts to energy consumption by employing fuel-efficient construction equipment (refer to **Section 4.2**, **Air Quality,** for more information on this mitigation measure).

The project would increase demand on regional energy supply by bringing new residents and employees to the area. Regionally, the project would represent a small increase in the overall regional demand of natural gas and gasoline for vehicles, and no additional capacity would be required to meet project demand.

The project would increase the City's electrical demand, which would be supplied by SVP. Even though the project would be significantly more efficient than the City's existing building stock, the electrical use calculations assume the customers associated with the LSAP land uses

would consume the same amount of electricity as SVP's existing customers throughout the City. Based on this conservative assumption, the project would increase residential electricity demand by approximately 17,752,000 kilowatt hours (kWh)[6] and commercial energy demand by approximately 884,000[7] kWh, for a total energy demand of 18,636,000 kWh.

As of December 2015, SVP produced 3,354,817,230 kWh of electricity, and demand was 3,201,674,933 kWh, resulting in SVP having an excess supply of 153,142,237 kWh.[8] Therefore, the buildout of project under the LSAP would have an electrical demand that represents approximately 0.6 percent of the City's 2015 electricity supply and 12 percent of SVP's excess capacity. Furthermore, existing businesses within the LSAP study area include significant power-users, such as manufacturing industries and data centers were not deducted from the total energy demand of the LSAP (i.e., 18,636,000 kWh), which could substantially reduce the actual energy demand. Therefore, the above prediction represents a high estimate of energy usage at the study area upon implementation of the LSAP. Given the above, it is anticipated that buildout of the LSAP would not significantly impact the regional or local energy supply.

Implementation of the LSAP would introduce substantial new development into Santa Clara, and new residents and employees would use energy related to fuel consumption and vehicle trips. Applicants and future developers within the LSAP are required to implement a TDM plan

[6] Average annual residential account energy usage in the City (5,072 kWh per year) X LSAP residential units (3,500 units) = 17,517,500 kWh per year

[7] This analysis took the following steps to calculate average energy usage for commercial land uses in the City,:

1. Identified 2010 commercial square footage within the City (10,849,200 square feet), as established by the General Plan.
2. Divided the total 2015 energy commercial energy usage (92,484,237 kWh) by the City's 2010 commercial land usage (10,849,200 square feet) to establish the City's average commercial energy usage per square foot (8.5 kWh per square foot per year). It is assumed that the City has added a substantial amount of commercial land uses between 2010-2015, which was not accounted for in this equation. By using a smaller amount of commercial square footage than actually existed in the City in 2015, this equation provides a conservative estimate of average commercial energy usage per square foot.
3. Average annual commercial energy usage in the City (8.5 kWh per square foot per year) X LSAP commercial land uses (104,000 square feet) = 884,000 kWh per year.

[8] Utility Fact Sheet (2015). Silicon Valley Power. Available at: http://www.siliconvalleypower.com/svp-and-community/about-svp/utility-fact-sheet. Last Accessed October 20, 2016.

that would reduce residential-generated traffic by at least 10 percent. In addition, the LSAP aims to create a mixed-use community that encourages walking, biking, and use of public transit as part of an everyday routine. Projects under the LSAP would be located within walking distance (0.25 mile) of the Lawrence Caltrain Station, while enhancing local pedestrian and bicycle facilities. Complementary land uses proposed within the LSAP study area would allow people to reduce off-site trips by taking advantage of services provided within the study area. Together, TDM requirements and transit-oriented design reduce vehicle trips associated with the LSAP by 20 percent, resulting in equivalent energy savings. ~~To reduce this energy demand, project applicants would be required to prepare and implement Transit Demand management (TDM) Plans with an overall target of reducing project residential-generated daily traffic by a minimum of 15 percent and peak-hour traffic by a minimum of 25 percent. The TDM Plans shall reduce the amount of vehicle shifting employees, customers, and residents from driving alone to using transit, carpooling, cycling, and walking modes through TDM measures, strategies, incentives, and policies. The TDM obligation in this measure is to apply for the lifetime of each project. Refer to **Section 4.13**, **Transportation and Traffic,** for additional information.~~

Page 4.5-8: Staff initiated change

Cumulative Impacts

…Future development within the electrical and natural gas utility providers' service area would also be required to adhere to applicable local regulations, including the provisions of Title 24, designed to prevent use of energy.

Over the past few decades, job growth in Santa Clara and surrounding municipalities has greatly exceeded housing capacity. As a result, workers commute long distances from outlying areas with more affordable housing, leading to inefficient energy usage from vehicles. Though some job-creating land uses are proposed under LSAP, development under LSAP would create 3,500 new dwelling units in a high density employment region. Locating residences closer to jobs shortens commute trips, thereby resulting in more efficient energy usage. Given the above, the project would not make a cumulatively considerable contribution to this cumulative impact ~~would be less than significant~~.

4.6 Greenhouse Gas Emissions

Page 4.6-8: Staff initiated change

The CAP establishes goals and emissions reduction measures that the City will implement to achieve the state-recommended GHG emissions reduction target of 15 percent below 2008 levels by the year 2020. The primary goals include changing the Silicon Valley Power (SVP) power mix, promoting energy efficiency, conservation of water, and reduction of waste with the overall effect to reduce emissions generated within the City. The Santa Clara CAP identifies the sources of GHG emissions caused by actions within the City and estimates how these emissions may change over time. The CAP also provides strategies to reduce the GHG emission levels to meet legislative requirements outlined in AB 32 and SB 375. Additionally, the CAP builds on existing efforts of City departments, businesses, and community groups to reduce GHG emissions and will identify future efforts needed to achieve the state goals. Finally, the CAP provides performance metrics and tracking mechanisms to monitor future progress towards meeting the City's GHG goals. As discussed in the draft *City of Santa Clara Climate Action Plan 2016 Annual Report*, Santa Clara's 2015 GHG emissions were 21 percent below baseline 2008 conditions, exceeding the City's adopted target (15 percent below 2008 emissions by 2020) by 6 percent. Therefore, the CAP is currently undergoing full implementation and is on track to meet its target.

Page 4.6-12: Staff initiated change

Operation

GHG emissions were quantified for buildout of LSAP based on 2030 climate goals using a service population-based threshold. Since BAAQMD has not published a quantified threshold for 2030, this assessment uses a "substantial progress" efficiency metric of 2.7 metric tons of carbon dioxide per year per service population (MT CO_2e/year/S.P).[9] If the buildout of the LSAP were to exceed this 2.7 MT CO_2e/year/S.P, it would be inconsistent with the 2030 substantial progress threshold.

[9] This metric is based on the GHG reduction goals established by Executive Order B-30-15, which aims to reduce GHG emissions by 40 percent below 1990 levels by 2030.

As outlined in **Appendix A** of this Response to Comments document, this revised GHG assessment for the buildout of LSAP considered the following criteria:

1. Daily vehicle trips
2. Mobile vehicle emission estimates for the year 2030
3. GHG emissions associated with electricity consumption for 2030
4. GHG emissions associated with solid waste generation, water/wastewater usage, and gas-powered fireplaces for 2030
5. Estimated 2030 service population related to the LSAP[10]

Based on the factors listed above, daily per capita emissions associated with the LSAP project would be 2.4 MT of CO_2e/year/S.P, below the 2030 Substantial Progress threshold of 2.7 MT of CO_2e/yr/S.P. Therefore, the buildout of LSAP would be consistent with the 2030 substantial progress threshold.

Page 4.6-14: Staff initiated change

Compliance with State Programs

Many of the post-2020 greenhouse gas emission reductions will come from state programs, such as the following:

Senate Bill x1 2. This bill was signed by Governor Edmund G. Brown in April 2011, mandating a 33 percent Renewables Portfolio Standard (RPS) for all retail sellers of electricity, all publicly-owned and all investor-owned electric utility companies.

Senate Bill 350. In October 2015, Governor Brown signed Senate Bill 350, which mandates a 50 percent RPS for retail sellers and publicly owned electricity utilities by 2030, along with a doubling of the building energy efficiency standards and enhanced opportunities for electric vehicles and mass transit. Pacific Gas and Electric, the investor-owned utility that supplies natural gas throughout the San Francisco Bay Area, will be subject to compliance with these standards, and over time, the carbon intensity of the electrical energy delivered to the project will be reduced accordingly.

[10] According to draft EIR **Section 4.11, Population and Housing**, the number of future residences is estimated to be 9,415, and the number of future full-time employees is estimated to be 297. In sum, the total service population for buildout of the LSAP would be 9,712.

Low Carbon Fuel Standards. The California Air Resource Board will be demanding better fuel efficiency form vehicles through its Low Carbon Fuel Standards. As vehicles become more efficient, the emissions associated with the project's vehicle trips will decrease.

California Public Utilities Commissions (CPUC) Regulation. The CPUC has set a goal that by 2020, all new residential construction in California will be of Zero Net Energy (ZNE) homes. "ZNE" is defined as producing as much energy as what is consumed over the course of the year. This is anticipated to be codified in the 2019 Title 24 building energy efficiency standards. The current CPUC goal for commercial buildings is that they are ZNE by 2030. The project will comply with the Title 24 building energy efficiency standards in place at the time of construction. To the extent that home are built after 2016 are designed to meet future, more energy-efficient Title 24 standards, the emissions would net to zero. In addition, SB 350 seeks to increase energy efficiency in buildings by 50 percent by 2030, and gives California's energy agencies the authority to review and revise the state's energy efficiency programs to marshal the funds and regulatory actions necessary to reach this target. It is anticipated that the programs adopted by the state's energy agencies would incentivize energy efficiency upgrades in homes that are not already ZNE, including homes in the project area.

State Scoping Plan. In addition, pursuant to AB 32, the California Air Resources Board created a Scoping Plan with programs to be implemented to reduce the state's greenhouse gas emissions to 1990 levels by 2020. Except for the state's green building requirement, discussed above, none of the programs apply directly to the project. Nevertheless, the programs to reduce emissions from the energy, transportation, water, and waste management sectors will indirectly reduce the project's operational emissions. For example, as the state's water conservation programs go into effect, the energy associated with water conveyance will decrease, decreasing the GHG emissions associated with the project's use of water. The California Air Resources Board is in the process of updating the Scoping Plan so that its recommended actions put the state on target to reduce GHG emissions 40 percent from 1990 levels by 2030. Like the current actions, the future actions likely will be aimed at state-regulated industries and emissions sources, although those reductions will indirectly reduce the GHG emissions associated with project operations.

Plan Bay Area. Pursuant to California Senate Bill 375, the Association of Bay Area Governments of and the Metropolitan Transportation Commission adopted Plan Bay Area to establish targets and strategies intended to meet the region's need for housing at all income levels, while reducing GHGs associated with private passenger and light duty truck traffic. A key strategy is to facilitate growth in Priority Development Areas (PDA) within urbanized centers where there are more mobility options available to reduce per capita vehicular-related GHGs by at least 15 percent by 2035 compared to 2005 baseline levels. Although the proposed LSAP is not within a PDA as identified in Plan Bay Area, it is in between two PDAs and near the Lawrence Caltrain Station. Proposed homes located near transit, neighborhood-serving retail, implementation of TDM measures, and the Complete Streets program provide options to future residents to further reduce GHG emissions from transportation (ABAG/TMC, 2013).

4.7 Hazards and Hazardous Materials

Page 4.7-20: Staff initiated change

Mitigation Measure HAZ-1: Some components encountered as part of building demolition may contain hazardous materials. Materials that may result in possible risk to human health and the environment when improperly managed include lamps, thermostats, and light switches containing mercury; batteries from exit signs, emergency lights, and smoke alarms; lighting ballasts which contain PCBs; and lead pipes or roof vent flashings. Universal wastes, lubrication fluids, and equipment containing chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) shall be removed before structural demolition begins. Demolition waste such as fluorescent lamps, PCB ballasts, lead acid batteries, mercury thermostats, and lead flashings have special case-by-case requirements for generation, storage, transportation, and disposal. Before disposing of any demolition waste, the project developer and the demolition contractor shall determine if the waste is hazardous. If hazardous, the project developer and the demolition contractor shall submit a disposal plan that complies with the applicable regulations for review and approval by the City's CUPA (the Santa Clara Fire Department Hazardous Materials Division) prior to demolition permits being issued and shall ensure proper disposal of waste materials.

Pages 4.7-20 and 4.7-21: Staff initiated change

Mitigation Measure HAZ-2: Project applicants within the area of known contamination related to the NSC superfund must perform groundwater

and vapor testing and, if needed, remediation to ensure that the site poses ~~to~~ no risk to construction workers, future residents, or the environment. After demolition of the existing structures and removal of asphalt, the groundwater and vapor sampling will be conducted to evaluate the concentrations of contaminants underlying the site.

If contaminated groundwater or vapor is detected that exceeds safe thresholds for permanent residential development, a Site Management Plan (SMP) approved by the Regional Water Quality Control Board will be prepared by an environmental professional to establish management practices for controlling and handling identified hazardous materials. The project applicant shall comply with the provisions of the SMP. The project applicant's environmental professional shall assist in the implementation of the SMP and shall perform full-time observation services during demolition, excavation, grading and trenching activities. In addition to these requirements, the following protocols shall be established:

- If the vapor sampling determines that hazardous vapors exceed recommended levels for permanent residential uses, the project applicant will prepare and submit a vapor mitigation plan (VMP) for approval by the RWQCB and/or the EPA. The VMP will include an evaluation of risks to construction workers and future residents, and shall include discussion of site-specific measures to reduce this risk to acceptable levels. In addition, the project developer shall provide financial assurances of adequate funds for long-term operation and maintenance of the VMP, if required.

Page 4.7-22: Staff initiated change

- Upon completion of construction activities, the environmental professional shall prepare a report documenting compliance with the SMP; it shall contain a summary of: 1) vapor monitoring; 2) groundwater monitoring; 3) the installation of the vapor barrier system; and 4) ~~variances~~ other information, as required by the RWQCB ~~to the SMP~~. This report shall be submitted to the RWQCB and EPA. Written approval of the completion report by the RWQCB shall be provided to the City.

Page 4.7-28: Staff initiated change

Cumulative Impacts

The cumulative baseline for hazards and hazardous materials includes buildout under Phase I of the General Plan plus the projects listed in **Table 4 -1**. The General Plan includes updated hazards policies that address proper hazardous materials use and storage and the proximity of

sensitive uses to substantial hazards from accidental release of hazardous materials. Furthermore, the General Plan includes policies that provide program-level mitigation for risks associated with the use, storage, and disposal of hazardous materials, soil and groundwater contamination and hazardous building material.

Development under the LSAP would be required to comply with the policies of the General Plan, existing local, state and federal regulations and programs, and mitigation outlined in this draft EIR that would substantially reduce hazards to people and the environment. Therefore, the project would not make a cumulatively considerable contribution to any potential cumulative hazards impact. ~~this cumulative impact would be less than significant.~~

4.8 Hydrology and Water Quality

Page 4.8-5: Staff initiated change

~~Unlike surface water, groundwater use has never been regulated by the state.~~ Legislation allows local governments to voluntarily manage groundwater supplies, through use of a groundwater management plan. Local governments may adopt groundwater ordinances to regulate use. Courts may adjudicate the rights of groundwater users in a basin; the Santa Clara Valley groundwater basin is not adjudicated. The SCVWD manages the County's groundwater sub-basins to support pumping from aquifers, which accounts for about half of the water supply of the County.

Page 4.8-19: Staff initiated change

Wastewater generated on the study area would originate from residential and retail/commercial sources and no industrial wastewater would be generated by the projects allowable under the LSAP. The proposed developments (i.e., Westlake Urban, SummerHill Homes, and True Life Companies) would not require a discharge permit from the RWCQB. It is anticipated that future development allowable by the LSAP would also not require a discharge permit from the RWCQB. In addition, the project would comply with the requirements of the applicable NPDES permits and project-specific stormwater pollution prevention plans (SWPPPs), which would prevent runoff that would degrade water quality. In addition, the project includes zones dedicated to stormwater infiltration, such as at-grade rain gardens and bio swales, and impervious hardscape areas that would be designed to drain to these landscaped zones and other pervious surfaces in compliance with regional permitting requirements designed to protect water quality. Therefore, no impact would occur.

Page 4.8-20: Staff initiated change

Phase 1 and Future Development

The study area is relatively flat and currently developed with primarily light and heavy industrial uses and public/quasi-public uses. Stormwater runoff generated in the study area is conveyed to a network of storm drain pipe infrastructure operated by the City and County of Santa Clara. Stormwater onsite currently sheet flows into the City's existing drainage system. ~~No rivers or streams exist on the study area.~~ Calabazas Creek flows along the eastern boundary of the study area, but is channelized in a concrete ditch with no riparian habitat and limited soil embankments.

Page 4.8-21: Staff initiated change

Phase 1 and Future Development

The study area is relatively flat and currently developed with primarily light and heavy industrial uses and public/quasi-public uses. Stormwater runoff generated in the study area is conveyed to a network of storm drain pipe infrastructure operated by the City and County of Santa Clara. Stormwater onsite currently sheet flows into the City's existing drainage system.

Buildout of the LSAP would require approximately 7,500 new ~~liner~~ linear feet of stormwater lines to be installed within the study area to accommodate proposed land uses. The impervious hardscape areas would be developed to drain to the proposed stormwater treatment areas located in the landscaping, park strips, and other pervious surfaces to comply with the San Francisco Bay MS4 Permit requirements. Drainage plans for each of the current proposed developments are described below.

Page 4.8-24: Staff initiated change

Operation

During operation of a project, potential project impacts on surface water quality could result from the discharge of pollutants generated by motor vehicle use on project roadways and the use of herbicides and pesticides in the maintenance of landscaped areas on the study area. Typically urban water quality pollutants result from motor vehicle operations, oil and grease residues, fertilizer/pesticide uses, human/animal littering, careless material storage and handling, and poor property management. These pollutants have the potential to degrade water quality, particularly along the adjacent Calabazas Creek. However, the three development proposals, and future projects allowable by the LSAP would include an

onsite bio retention system that would remove pollutants through the sedimentation of solids and the filtration and trapping of pollutants by soils and vegetation. Additionally, these projects would be required to comply with all of the requirements of Santa Clara's NPDES permit and Stormwater Management Plan. The SWPPP would contain a summary of the structural and non-structural BMPs to be implemented during the post-construction period. These projects would be required to comply with the requirements of the Santa Clara City Code and Flood Damage Prevention Code. Given the above, this impact would be less than significant.

Page 4.8-26: Staff initiated change

Cumulative Impacts

The cumulative baseline, as shown in Table 4-1, includes several projects in the vicinity of the study area; however, certain hydrology and water quality impacts by nature are typically site specific, while groundwater impacts are basin specific.

Each of the projects allowed by the LSAP would be required to comply with the policies of the General Plan, existing local, state and federal regulations and programs, and mitigations outlined in this draft EIR that would reduce impacts to hydrology and water quality to less-than-significant levels. Buildout of the LSAP would not result in any significant and unavoidable impacts to hydrology or water quality. Projects would be required to comply with applicable NPDES permits, as the permits are amended over the course of the General Plan's 25-year planning horizon, and stormwater pollution prevention programs (SWPPPs) which would reduce cumulative hydrology and water quality impacts to a less than significant level. In addition, the project would increase pervious surfaces from existing conditions, improving groundwater recharge. The project's water requirements also would not cause the groundwater basin to be in overdraft (see Appendix F.) Given that ~~hydrology impacts are site specific, and that~~ the projects proposed under the LSAP as well as the projects listed in Table 4-1, as well as existing water users, would adhere to local, federal, and state regulations related to hydrology and water quality, implementation of the LSAP would not make considerable contribution to ~~result in~~ any impacts that could be cumulatively considerable. ~~Therefore, no cumulative impacts would occur.~~

4.9 Land Use Planning

No changes were made to this section of the draft EIR.

4.10 Noise and Vibration

Pages 4.10-24 through 4.10-26:

Mitigation Measure NOI-3: The project developer shall develop a construction noise control plan, including, but not limited to, the following available controls:

- Ensure that construction activities (including the loading and unloading of materials and truck movements) within 300 feet of residentially zoned property are limited to the hours of 7:00 AM to 6:00 PM on weekdays and between the hours of 9:00 AM and 6:00 PM on Saturdays. No construction is permitted on Sundays or holidays.
- Ensure that excavating, grading and filling activities (including warming of equipment motors) within 300 feet of residentially zoned property are limited to the hours of 7:00 AM to 6:00 PM on weekdays and between the hours of 9:00 AM and 6:00 PM on Saturdays. No construction is permitted on Sundays or holidays.
- Contractors equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.
- Contractors utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- Locate loading, staging areas, stationary noise-generating equipment, etc. as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by 5 dBA.
- Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.
- Comply with Air Resource Board idling prohibitions of uneasy idling of internal combustion engines.

- Construct solid plywood fences around construction sites adjacent to operational business, residences or noise-sensitive land uses.
- A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling.
- Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
- Businesses, residences or noise-sensitive land uses adjacent to construction sites should be notified of the construction schedule in writing. Designate a "construction liaison" that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.
- Include a disclosure in the lease of the future tenants on the Westlake Urban and True Life Companies properties that provides information regarding the on-going construction activities at the SummerHill Homes development and future development sites.
- Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, use of intake silencers, ducts, engine enclosure and acoustically attenuating shields or shrouds;
- Impact tools (e.g., jack hammers, pavement breakers and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used;

- Noise reducing pile-driving techniques shall be employed during project construction, including installation of intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible and installing shrouds around pile-driving hammer where feasible; implementing "quite" pile-driving technology (such as pre-drilling of piles and the use of more than one driver to shorten total pile driving duration) where feasible, in consideration of geotechnical and structural requirements and conditions; use of condition blocks to dampen noise if feasible based on soil conditions; and
- At least 48 hours prior to pile-driving activities, the applicant shall notify building owners and occupants within 600 feet of the project area of the dates, hours and expected duration of such activities.

4.11 Population and Housing

No changes were made to this section of the draft EIR.

4.12 Public Services and Recreation

Page 4.12-14: Staff initiated change

School Facilities

As previously discussed, the City plans to add 12,500 households by 2035, resulting in an additional 2,000 students to the SCUSD area. SCUSD currently has several closed school sites that could be used to serve new development. Alternatively, SCUSD may choose to modify school catchment areas or add modular classrooms to accommodate new students.

SCUSD is also anticipating the construction of new school facilities in north San Jose as a result of an agreement with the City of San Jose and future developers. The agreement requires developers to pay a School Impact Fee to the school district prior to obtaining building permits from the City. These new facilities would add more capacity for new students. The policies in the General Plan and existing regulations ~~and programs –~~ including SB50 – are designed to ensure that future development of new facilities within the City would not have an adverse physical effect on the existing environment. Therefore, this cumulative impact would be less than significant.

4.13 Transportation/Traffic

Page 4.13-18: Staff initiated change

Table 4.13-1 Project Consistency with Relevant General Plan Policies

General Plan Policy Number	General Plan Policy	Project Consistency
5.4.5-P5	Incorporate direct linkages to the Lawrence Caltrain Station to promote transit use.	**Consistent.** Development under the LSAP would support transit-oriented development near the Lawrence Caltrain Station. Implementation would facilitate accessibility to the existing transit network. Additionally, pedestrian and bicycle facilities would be enhanced as part of LSAP. <u>The LSAP would construct bicycle infrastructure on Kifer Road and along Calabazas Creek, which would be directly link to the Lawrence Caltrain Station, and would fill in portions of the City's Bicycle Plan. In addition, it would encourage direct transit and shuttle links between the plan area and the Lawrence Caltrain Station.</u>

Page 4.13-31: Staff initiated change

2.0 Rates per unit. Trip estimates are based on a combination of average rates and equations. Rates presented for the purposes of this table have been rounded. Therefore applying the rates may not result in exactly the same number of trips shown in the table

3.0 The City of Santa Clara estimates that approximately half of the site is currently vacant.

4. Trip reduction based on MainStreet methodology for trip generation ~~approved by VTA.~~

Sources: ITE Trip Generation Manual, 9th edition (2012); Transportation Impact Analysis Guidelines, VTA Congestion Management Program, August 2014, Fehr & Peers MainStreet, 2015.

Page 4.13-44: Staff initiated change

While i~~I~~ndividual project applicants could also make voluntary contributions to VTA to pay for some of the physical and operational improvements identified above or to be used for other regional transportation improvements such as enhanced VTA bus service along US 101 and parallel roadways and/or closing bicycle network gaps, the City cannot require VTA to accept such conditions and cannot control how VTA would choose to use such contributions if accepted. Accordingly, such contributions are not considered feasible mitigation measures. Increased VTA bus service frequency could encourage mode shifts from vehicle travel to transit~~.~~, as could o~~O~~ther planned but uncompleted bicycle ~~facilities include bike~~ lanes on Monroe Street and Chromite Drive, but these improvements are either outside the City's control or would not effectively alleviate the project's impacts on freeway segments.

Alternatively, or in addition, the project applicants could make voluntary contributions to the Caltrain Joint Powers Board to offset the cost of increased Caltrain service to the Lawrence Station. As with voluntary contributions to VTA, the City cannot require Caltrain to accept such contributions or control how Caltrain would choose to use such contributions if accepted. Thus, voluntary contributions are not considered feasible mitigation measures.

Page 4.13-45: Staff initiated change

Projects that would be allowed under the LSAP would be required to develop a TDM program as a condition of approval, which would help to reduce potential traffic impacts. The following are some strategies that fall within this context and can be referred to by applicants within the LSAP. The applicants can also refer to Appendix E of the draft EIR for additional TDM strategies that could be implemented as part of their project(s).~~:~~

Page 4.13-79: Staff initiated change

As discussed above, the project would not substantially increase hazards due to a design feature or incompatible uses, would not result in inadequate emergency access, and would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The project's impacts to queues in certain locations would not increase transportation hazards because it represents an increase in congestion during already congested periods when traffic speeds are reduced. There are no existing design features that create transportation

hazards, and proposed projects in the City would be required to comply with its street, sidewalk (including crosswalk) and bicycle land design requirements, as well as be analyzed to ensure that uses, such as schools, are not located near transportation features, such as railroad tracks, in a way that would cause a hazard. The project would not make a cumulatively considerable contribution or cause a cumulative impact when considered with other past, present, and foreseeable future projects in the area.

As also discussed above, the project would not result in inadequate emergency access. The project would provide access in accordance with City requirements, as would other foreseeable future projects. The project would not make a cumulatively considerable contribution to any cumulative emergency access impacts.

In addition, the project is consistent with applicable plans for public transit, bicycle and pedestrian facilities, and would not decrease the performance or safety of such facilities. The project would construct bicycle infrastructure on Kifer Road and along Calabazas Creek, in locations anticipated by the City's Bicycle Plan, consistent with the City's design requirements. As part of the TDM program, project proponents are encouraged to coordinate with transit providers to increase transit service and improve facilities at bus stops, which would improve performance and safety. The project includes complete streets, which would be designed to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. When considered with existing and foreseeable future projects, the project would not make a cumulatively considerable contribution to cumulative impacts on the performance or safety of public transit, bicycle, or pedestrian facilities.

4.14 Utilities and Service Systems

Page 4.14-27: Staff initiated change

Mitigation Measure UTIL-1: ~~Future development allowed under the LSAP would be subject to project-level environmental review.~~ Before ~~the CEQA documentation~~ permits, including demolitions and grading, for any future development ~~can~~are approved, the City must have a solid waste disposal location to fulfill the needs of that proposed development ~~beyond 2024~~.

Page 4.14-30

The landfill now has a remaining capacity of approximately 23.52 million cubic yards. The additional capacity would allow the landfill to continue receiving waste at existing levels and waste from Phase 1 at least until the estimated closure date of 2024. However, depending upon the annual tonnages accepted by the landfill operator going forward, it is possible that the landfill could close at a later date, in which case the City might continue to dispose of solid waste at Newby Island Landfill beyond 2024. However, it is currently uncertain where the City will dispose of solid waste beyond 2024. The City's decision to enter into a contract to dispose of solid waste beyond 2024 will itself be subject to environmental review, and the specific impacts of that future decision will be analyzed, disclosed, avoided, and mitigated to the extent feasible in accordance with the requirements of CEQA. Given the uncertainties concerning the location of solid waste disposal beyond 2024, this would be a cumulative impact.

~~While the projects allowed by the LSAP would divert solid waste from landfills through recycling, the~~ The buildout of the LSAP would generate up to 22,984 cubic yards of solid waste per year, but future development allowed under the LSAP would not be permitted under Mitigation Measure UTIL-1 until the City has secured sufficient landfill capacity to serve that future development. Nevertheless, the waste produced by Phase 1 of the LSAP makes a cumulatively considerable contribution to the City's cumulative impact regarding waste disposal when considered in conjunction with waste from existing development, and other recently approved and reasonable foreseeable projects. ~~After the 2024, it is not certain that the projects will be served by a landfill with sufficient permitted capacity to accommodate the projects' solid waste disposal needs. As such, the projects allowable under the LSAP would result in a cumulatively considerable contribution to the significant impact.~~ Given there is no feasible mitigation until such time that the City secures a landfill solution beyond 2024, this cumulatively considerable contribution to the cumulative impact is significant and unavoidable.

4.15 Other Resource Topics

No changes were made to this section of the draft EIR.

Chapter 5.0, Alternatives

No changes were made to this section of the draft EIR.

Chapter 6.0, Other CEQA Considerations

No changes were made to this section of the draft EIR.

Chapter 7.0, Report Preparation

No changes were made to this section of the draft EIR.

This page intentionally left blank

4.0 MITIGATION, MONITORING, AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) is a California Environmental Quality Act (CEQA)-required component of the Environmental Impact Report (EIR) process for the project. The results of the environmental analyses, including proposed mitigation measures, are documented in the draft EIR.

CEQA requires that agencies adopting EIRs take affirmative steps to determine that approved mitigation measures are implemented subsequent to project approval.

As part of the CEQA environmental review procedures, Public Resources Code §21081.6 requires a public agency to adopt a monitoring and reporting program to ensure efficacy and enforceability of any mitigation measures applied to the proposed project. The lead agency must adopt an MMRP for mitigation measures incorporated into the project or proposed as conditions of approval. The MMRP must be designed to ensure compliance during project implementation. As stated in Public Resources Code §21081.6 (a) (1):

> The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required to incorporated into the project

> at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

Table 4-1 below is the MMRP for the Lawrence Station Area Plan (LSAP). The table lists each of the mitigation measures proposed in the draft EIR and specifies the agency responsible for implementation and time period of the mitigation measure.

The draft EIR identified significant impacts that could not be reduced to less-than-significant levels because no feasible mitigation measures could be identified. The impact statements for such impacts are not included in the MMRP, as the purpose of the MMRP is to identify actionable mitigation measures to be implemented. Given this, the impact statement numbers presented in **Table 4-1** may not be in consecutive order.

Table 4-1 Mitigation, Monitoring, and Reporting Program

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	***SummerHill Homes***	***True Life***	***Future Development***	
Air Quality						
Impact AQ-1: Sensitive receptors may be exposed to substantial pollutant concentrations during construction and operation. .	**Mitigation Measure AQ-1:** Implement BAAQMD-recommended Measures to Control Particulate Matter Emissions during Construction for all projects allowed by the LSAP, including future development. Measures to reduce diesel particulate matter and PM from construction are recommended to ensure that short-term health impacts to nearby sensitive receptors are avoided. ▪ All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. ▪ All haul trucks transporting soil, sand, or other loose material off-site shall be covered. ▪ All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. ▪ All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). ▪ All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. ▪ Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. ▪ All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment	**X**	**X**	**X**	**X**	Construction

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
	shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. ▪ Post a publicly visible sign(s) with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. ▪ Clear signage at all construction sites will be posted indicating that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were onsite or adjacent to the construction site. ▪ The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g. compressors). ▪ Properly tune and maintain equipment for low emissions.					
	Mitigation Measure AQ-2: All diesel-powered off-road equipment larger than 50 horsepower and operating on the SummerHill Homes site and the future development area for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent and the latest CARB equipment standards at a minimum. Note that the construction contractor could use other measures to minimize construction period DPM emissions to reduce the predicted cancer risk below the thresholds. Such measures may be the use of alternative powered equipment (e.g., LPG-powered lifts), alternative fuels (e.g., biofuels), added exhaust emission control devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce construction risk impacts to less than significant.		**X**		**X**	Construction

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	

	Mitigation Measure AQ-3: Design the site to limit exposure from sources of TACs and $PM_{2.5}$ emissions. The final layout shall locate operable windows and air intakes as far as possible from Central Expressway and Lawrence Expressway. Any modifications to the site design shall incorporate buffers between residences and the roadway.
	▪ To the greatest degree possible, plant vegetation along the study area boundaries near Central Expressway and Lawrence Expressway and around outdoor use areas. This barrier would include trees and shrubs that provide a dense vegetative barrier.
	▪ Install air filtration at units that have predicted PM2.5 concentrations above 0.3 micrograms per cubic meter (µg/m3). Air filtration devices shall be rated MERV13 or higher. To ensure adequate health protection to sensitive receptors, a ventilation system shall meet the following minimal design standards:
	  ▪ A MERV13 or higher rating (or MERV16 where specified below);
	  ▪ At least one air exchange(s) per hour of fresh outside filtered air;
	  ▪ At least four air exchange(s) per hour recirculation; and
	  ▪ Alternately, at the approval of the City, equivalent control technology may be used if it is shown by a qualified air quality consultant or heating, ventilation, and air conditioning (HVAC) engineer that it would reduce risk below significance thresholds.
	▪ As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required. Recognizing that emissions from air pollution sources are decreasing, the maintenance period shall last as long as significant excess cancer risk or annual PM2.5 exposures are predicted.
		X	X	X	X	Project design, Construction, Ongoing

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
	Subsequent studies could be conducted by an air quality expert approved by the City to identify the ongoing need for the filtered ventilation systems as future information becomes available. ▪ Ensure that the lease agreement and other property documents (1) require cleaning, maintenance, and monitoring of the affected units for air flow leaks; (2) include assurance that new owners and tenants are provided information on the ventilation system; and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed. ▪ Require that, prior to building occupancy, an authorized air pollutant consultant or HVAC engineer verify the installation of all necessary measures to reduce toxic air contaminant (TAC) exposure. ▪ The type of MERV-rated filtration required to be installed as part of the ventilation system in the residential buildings shall be as follows: ▪ MERV13 filtration shall be utilized for areas where the annual PM2.5 concentrations are 0.4 µg/m3 or greater for unmitigated concentrations. MERV16 filtration shall be utilized for areas where the annual PM2.5 concentrations are 0.8 µg/m3 or greater for unmitigated concentrations.					
Impact AQ-3: Implementation of the LSAP will result in construction-period and operational emissions, which could result in a cumulatively	**Mitigation Measure AQ-4:** Implement additional control measures to reduce NOx. All diesel-powered off-road equipment larger than 50 horsepower and operating on site for more than two days shall, at a minimum meet U.S. EPA NOx emissions standards for Tier 4 engines or equivalent and the latest CARB equipment standards at a minimum.	**X**	**X**	**X**	**X**	Construction
	Mitigation Measure AQ-5: Require the use of low volatile organic compound (VOC) paint for construction of SummerHill Homes. The		**X**			Construction

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
considerable net increase in criteria pollutants.	SummerHill Homes construction contractor shall require the use of low VOC paint based on the following specifications: 50 g/L VOC for all interior coatings and 50 g/L VOC for all exterior coatings.					
	Mitigation Measure AQ-6: Require a project-level construction assessment of the future development area. Construction criteria pollutant quantification will be required on a project-level basis once those details are available through modeling to identify impacts and, if necessary, include measures to reduce emissions. Reduction in emissions can be accomplished by the following measures: ▪ Construction equipment selection; ▪ Use of alternative fuels, engine retrofits, and added exhaust devices; ▪ Low-VOC paints; ▪ Modify construction schedule; and ▪ Implementation of BAAQMD Basic and/or Additional Construction Mitigation Measures for control of fugitive dust.				**X**	Pre-construction
Impact AQ-3: Implementation of the LSAP will result in construction-period and operational emissions, which could result in a cumulatively considerable net increase in criteria pollutants.	**Mitigation Measure AQ-7:** Require the use of Low VOC paint for Operational Architectural Coatings of the Phase 1 buildings. Santa Clara shall require the use of low VOC paint for all operational architectural coatings (maintenance coatings) based on the following specifications: 50 g/L VOC for all interior coatings and 50 g/L VOC for all exterior coatings.	**X**	**X**	**X**		Construction

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	***SummerHill Homes***	***True Life***	***Future Development***	
Impact CUM-AQ-1: Implementation of the LSAP will result in construction-period and operational emissions, which could result in a cumulatively considerable net increase in criteria pollutants.	See **Mitigation Measures AQ-1** through **AQ-7**	**X**	**X**	**X**	**X**	Project design, Pre-construction, Construction, Ongoing
Biology						
Impact BIO-1: Construction and operation of development under the LSAP may adversely impact nesting birds.	**Mitigation Measure BIO-1a:** To the extent feasible, construction activities should be scheduled to avoid the nesting season. If construction activities are scheduled to take place outside the nesting season, all impacts on nesting birds protected under the MBTA and California Fish and Wildlife Code will be avoided. The nesting season for most birds in Santa Clara County extends from February 1 through August 31.	**X**	**X**	**X**	**X**	Pre-Construction, Construction
	Mitigation Measure BIO-1b: If construction activities occur within the nesting season (February 1 through August 31), then pre-construction surveys for nesting birds should be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. These surveys would be conducted no more than seven days prior to the initiation of construction activities. During this survey, the ornithologist will inspect all trees and other potential nesting habitats (e.g., trees, shrubs, ivy, and buildings) in and immediately adjacent to the impact areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist will determine the extent of a construction-free buffer zone	**X**	**X**	**X**	**X**	Pre-Construction, Construction

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
	to be established around the nest (typically 300 feet for raptors and 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Wildlife Code will be disturbed during project implementation.					
	Mitigation Measure BIO-1c: If construction activities will not be initiated until after the start of the nesting season, the applicant shall demonstrate, to the satisfaction of the Director of the Community Development Department, prior to the issuance of a demolition or grading permit, that the applicant is implementing the recommendations of a qualified ornithologist regarding measures to be taken to reduce the potential for active nests to be located on the project site during construction. Such measures may include, but are not limited to: removal of nesting substrates prior to the start of the nesting season, installation of reflective strips, placement of imitation predators, or installation of speakers broadcasting intermittent sounds associated with predators.	**X**	**X**	**X**	**X**	Prior to the issuance of a demolition or grading permit
Impact BIO-2: Construction and operation of development under the LSAP may adversely impact roosting bats.	**Mitigation Measure BIO-2:** The following measures will be implemented to minimize impacts on roosting bats: ▪ Within 30 days prior to demolition of any building, a qualified biologist will conduct a survey for evidence of bat use. If evidence is observed, or if potential roost sites are present in areas where evidence of bat use might not be detectable, an evening survey and/or nocturnal acoustic survey will be conducted to determine if the bat colony is active and to identify the specific location of the bat colony. ▪ If a maternity roost of any bat species is present, the bat biologist will determine the extent of a construction-free buffer (typically 100 feet) around the active roost that will be maintained. This buffer will be maintained from April 1 until the young are flying, typically after August 31.	**X**	**X**	**X**	**X**	Within 30 days prior to building demolition, Construction

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
	▪ If a nonbreeding bat roost (i.e., a non-maternity roost, or a roost occupied between September 1 and March 31) is found in a structure that must be physically disturbed, a avoid injury or mortality during demolition.					
Impact BIO-3: Construction of development under the LSAP would remove trees protected by the City's Tree Ordinance.	**Mitigation Measure BIO-3a:** During detailed design of project activities, trees over which the City claims jurisdiction will be avoided to the extent feasible. If it is determined during detailed design of the project that impacts on some trees can be avoided, a construction-phase Tree Preservation Plan shall be prepared by a certified arborist prior to initiation of construction. The Tree Preservation Plan will describe how trees that are not proposed for removal will be protected. The construction-phase Tree Preservation Plan shall include the following tree protection measures: ▪ A standard Tree Protection Zone (TPZ) will be established. The TPZ will surround individual trees or groups of trees, to ensure that the tree trunk, canopy, and root system of each tree is protected from damage during construction activities. ▪ Protect tree root systems from damage caused by (a) runoff or spillage of noxious materials and (b) ponding, eroding, or excessive wetting caused by dewatering operations through use of the following measures during excavation and grading: • Excavation: Trenching will not occur within the TPZ. Excavation under, or around, tree roots will be done by hand and to a depth of 3 feet. • Grading: Existing grades will be maintained within TPZs. Where existing grade is 2 inches or less below elevation of finish grade, backfill with topsoil or native site soil will be applied. ▪ 6-inch average thickness wood bark mulch will be placed inside TPZs. Fencing will be installed along edges of TPZs before building	X	X	X	X	Project design, Construction

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
	material or equipment is brought on site and construction operations begin. Maintain fence will remain in place until construction operations are complete and equipment has been removed from site. ▪ Temporary irrigation will be provided to all trees in TPZs using a temporary on-grade drip or bubbler irrigation system sufficient to wet the soil within tree protection zones to a depth of 30 inches per bi-weekly irrigation event.					
	Mitigation Measure BIO-3b: To the extent that the construction-phase tree protection measures, described above under Mitigation Measure BIO-3a, are not feasible, the project applicant will comply with the standards of the Protected Tree Removal Permit, which requires mitigation for the removal of protected trees. A certified arborist will review the development areas after all construction has been completed. All trees proposed for removal that fall under the jurisdiction of the City shall be replaced at a 2:1 ratio, unless otherwise specified by the Protected Tree Removal Permit. The replacement trees will be standard 24-inch box size trees or larger. Replanting shall occur in appropriate habitat in the City limits within 6 months of tree removal.	**X**	**X**	**X**	**X**	Construction
Cultural Resources						
Impact CUL-1: Construction activities could potentially cause a substantial adverse change in the significance of a historical resource as defined in Section	**Mitigation Measure CUL-1:** Projects within the LSAP that would require demolition of buildings older than 50 years would be subject to the following measures: ▪ Evaluation: Any buildings within the study area that are or will reach 50 years of age prior to demolition will be evaluated for significance (CRHR eligibility) in accordance with the criteria in 36 CEQA Section 15064.5 ▪ If a building is determined to be eligible, a qualified architectural historian would draft a plan for the building's treatment that would	**X**	**X**	**X**	**X**	Prior to issuance of demolition and grading permit

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
15064.5.	be reviewed by the City to ensure treatment complies with the Secretary of the Interior Standards for the Treatment of Historic Properties. ▪ Recordation: Appropriate Department of Parks and Recreation forms (DPR 523) will be prepared and submitted by the project applicant.					
Impact CUL-2: Construction activities could potentially cause a substantial adverse change in the significance to a known archaeological resource pursuant to Section 15064.5.	**Mitigation Measure CUL-2:** According to CEQA Section 15126.4 avoidance of historical resources is the preferred mitigation. If avoidance is not feasible, an appropriate plan (archaeological monitoring plan or testing plan) should be prepared to mitigate adverse effects to the site. The plan should be limited to the area of adverse effect. Before construction, True Life Companies and future development, shall obtain the services of a qualified archaeological consultant to analyze specific project impacts and ground disturbance in order to prepare an appropriate archaeological monitoring plan (AMP) or archaeological testing plan (ATP) to ensure there are no adverse impacts to CA-SCL-134, and to address the possibility that project construction may impact previously unknown buried archaeological resources (see Mitigation Measure CUL-3). Where feasible, Resource CA-SCL-134 shall be avoided. If avoidance is not feasible, data recovery shall be conducted in accordance with an approved Archaeological Data Recovery Plan. Archaeological testing, monitoring, and any resulting data recovery shall be conducted by a professional archaeologist in compliance with CEQA Guideline Section §15064.5. In addition, the professional archaeologist should consider the results of Native American consultation and provide for a Native American monitor when applicable during future monitoring or testing.			**X**	**X**	Prior to issuance of demolition and grading permit, Construction
Impact CUL-3: Construction	**Mitigation Measure CUL-3:** In accordance with CEQA Guideline §15064.5 (f), should any previously unknown historic-period resources,	**X**	**X**	**X**	**X**	Construction

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
activities could potentially cause a substantial adverse change in the significance to an unknown archaeological resource pursuant to Section 15064.5.	including but not limited to glass, metal, ceramics, wood, privies, trash deposits or similar debris, be discovered in any of the four project sponsor areas during grading, trenching, or other on-site excavation(s), earthwork within 25 feet of these materials shall be stopped until a qualified professional archaeologist has an opportunity to evaluate the potential significance of the find and suggest appropriate mitigation(s), as determined necessary to protect the resource. Should any previously unknown prehistoric resources be discovered during grading, trenching, or other on-site excavation(s), earthwork within 25 feet of these materials shall be stopped until a qualified professional archaeologist and the Native American contacts are consulted. The Native American contacts should include those consulted during preparation of the CRAR. The qualified professional archaeologist and Native American contacts would have an opportunity to evaluate the potential significance of the find and suggest the appropriate steps to protect the resource. Such prehistoric resource could include charcoal, obsidian or chert flakes, grinding bowls, shell fragments, bone, or pockets of dark, friable soils. These may include some or all of the following: (A) According to CEQA Section 15126.4, avoidance is the preferred mitigation. Since CEQA provisions regarding the preservation of historic resources direct that adverse effects to historic resources shall be avoided, if feasible, the resource shall be protected from damaging effects through avoidance. (B) Avoidance can include, but is not limited to, the following options: 1. Planning construction to avoid the historic site. 2. Incorporation of sites within parks, green space, or other open space. 3. Capping the historic site with a layer of chemically stable soil before construction. Capping the historic site would include installation of a water permeable protective barrier that is covered with a 3-ft.-thick layer of chemically stable soil before constructing non-					

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
	intrusive facilities on the site. Excavation for landscaping, irrigation or any other purpose shall be limited to the soil layer above the water permeable protective barrier. If the soil layer cannot accommodate all planned underground utilities, a thicker soil layer may be used to cover the site. 4. Deeding the site into a permanent conservation easement. (C) If avoidance of any previously undiscovered archaeological site is not feasible, data recovery shall be conducted in accordance with an approved Archaeological Data Recovery Plan (ADRP) to mitigate adverse effects to the significance of the site – the area of data recovery being limited to the area of adverse effect. A professional, qualified archaeologist shall conduct data recovery in compliance with CEQA Guideline Section §15064.5. Once the site has been properly tested, subject to data recovery, or preserved to the satisfaction of the professional archaeologist in compliance with CEQA Guideline §15064.5, the site can be further developed.					
Impact CUL-4: Construction activities could directly or indirectly destroy a unique paleontological resource on site or unique geologic feature.	**Mitigation Measure CUL-4:** A discovery of a paleontological specimen during any phase of the LSAP buildout shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.	**X**	**X**	**X**	**X**	Construction
Impact CUL-5: Construction could potentially disturb human remains, including those interred outside of	**Mitigation Measure CUL-5:** Section 7050.5(b) of the California Health and Safety code shall be implemented in the event that human remains, or possible human remains, are located within the study area during project-related construction excavation. Section 7050.5(b) states: In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further	**X**	**X**	**X**	**X**	Construction

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
formal cemeteries.	excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The County Coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the NAHC within 24 hours. The Commission has various powers and duties, including the appointment of a Most Likely Descendant (MLD) to the project. The MLD, or in lieu of the MLD, the NAHC, has the responsibility to provide guidance to project proponents as to the ultimate disposition of any Native American remains.					
Hazards and Hazardous Materials						
Impact HAZ-1: Hazardous building materials may be encountered during building demolition, which could result in adverse health effects to construction workers exposed to these hazardous materials.	**Mitigation Measure HAZ-1:** Some components encountered as part of building demolition may contain hazardous materials. Materials that may result in possible risk to human health and the environment when improperly managed include lamps, thermostats, and light switches containing mercury; batteries from exit signs, emergency lights, and smoke alarms; lighting ballasts which contain polychlorinated biphenyl (PCB); and lead pipes or roof vent flashings. Universal wastes, lubrication fluids, and equipment containing chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) shall be removed before structural demolition begins. Demolition waste such as fluorescent lamps, PCB ballasts, lead acid batteries, mercury thermostats, and lead	**X**	**X**	**X**	**X**	Construction

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
	flashings have special case-by-case requirements for generation, storage, transportation, and disposal. Before disposing of any demolition waste, the project developer and the demolition contractor shall determine if the waste is hazardous. If hazardous, the project developer and the demolition contractor shall submit a disposal plan that complies with the applicable regulations for review and approval by the City's CUPA (the Santa Clara Fire Department Hazardous Materials Division) prior to demolition permits being issued and shall ensure proper disposal of waste materials.					
Impact HAZ-2: Contaminated groundwater related to the NSC Superfund site may have migrated beneath the study area.	**Mitigation Measure HAZ-2:** Project applicants within the area of known contamination related to the National Semiconductor superfund site must perform groundwater and vapor testing and, if needed, remediation to ensure that the site poses no risk to construction workers, future residents, or the environment. After demolition of the existing structures and removal of asphalt, the groundwater and vapor sampling will be conducted to evaluate the concentrations of contaminants underlying the site. If contaminated groundwater or vapor is detected that exceeds safe thresholds for permanent residential development, a Site Management Plan (SMP) approved by the Regional Water Quality Control Board (RWQCB) will be prepared by an environmental professional to establish management practices for controlling and handling identified hazardous materials. The project applicant shall comply with the provisions of the SMP. The project applicant's environmental professional shall assist in the implementation of the SMP and shall perform full-time observation services during demolition, excavation, grading and trenching activities. In addition to these requirements, the following protocols shall be established: ▪ If the vapor sampling determines that hazardous vapors exceed recommended levels for permanent residential uses, the project applicant will prepare and submit a vapor mitigation plan (VMP) for approval by the RWQCB and/or the EPA (United States	**X**	**X**			Pre-construction, Construction

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
	Environmental Protection Agency). The VMP will include an evaluation of risks to construction workers and future residents, and shall include discussion of site-specific measures to reduce this risk to acceptable levels. In addition, the project developer shall provide financial assurances of adequate funds for long-term operation and maintenance of the VMP, if required. ▪ Prior to the start of any construction activity that involves below ground work (e.g., grading, foundation construction, excavation, or utility trenching), a copy of the SMP shall be provided to the contractors for their review, along with any other relevant information regarding risk abatement. Each contractor shall provide such information to its subcontractors. ▪ If groundwater monitoring wells, extraction wells, or conveyance piping are located on-site, measures shall be implemented to protect these features during construction. The RWQCB shall be notified in writing of construction activities in these areas and, at a minimum, these areas shall be marked and cordoned off. Upon completion of construction activities, wells and associated infrastructure shall be inspected by a qualified environmental professional to determine if they have been damaged. If these onsite features require decommissioning, the project developer shall obtain the written approval by the RWQCB and other necessary permits. The RWQCB's written approval shall be submitted to the City. ▪ During project demolition, an environmental professional shall be present to observe soil conditions, monitor vapors with a hand held meter, and determine if additional soil sampling should be performed. Daily Field Reports (DFRs) shall be prepared by the Environmental Professional documenting: 1) the day's activities; 2) vapor monitoring; 3) soil and groundwater sampling and associated analytical testing; 4) the installation of the vapor barrier system; and 5) variances with the SMP. Photographs shall be taken to help document information entered in the DFR. When a photograph is					

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
	taken, the following information shall be written in the daily field report: 1) time, date, location, and, if appropriate, weather conditions; 2) description of the subject photographed; and 3) name of person taking the photograph. ▪ Perimeter air monitoring shall be conducted at the site during any activity that significantly disturbs site soil (e.g., grading, foundation construction, excavation, or utility trenching) to document the effectiveness of dust control measures. ▪ If dewatering is required, the means and methods to extract, treat and dispose groundwater also shall be presented to the RWQCB for their written approval. This written approval shall be submitted to the City. ▪ Appropriate measures shall be implemented to reduce soil vapor and groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill "plugs" at specified intervals on-site and at all locations where the utility trenches extend off-site. In addition, utility conduits that are placed below ground water shall be installed with water-tight fittings to reduce the potential for ground water to migrate into the conduits. ▪ Upon completion of construction activities, the environmental professional shall prepare a report documenting compliance with the SMP; it shall contain a summary of: 1) vapor monitoring; 2) groundwater monitoring; 3) the installation of the vapor barrier system; and 4) other information, as required by the RWQCB. This report shall be submitted to the RWQCB and EPA. Written approval of the completion report by the RWQCB shall be provided to the City. The project applicants shall record a new Covenant and Environmental Restriction on Property (Deed Restriction) in accordance with the requirements of California Civil Code Section 1471. The new deed restriction will prohibit extraction of groundwater for purposes other than monitoring and remediation and will require that activities that disturb					

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	***SummerHill Homes***	***True Life***	***Future Development***	
	the soil beneath the site, such as grading, excavation or removal, shall be in accordance with the SMP.					
Impact HAZ-3: Soil and groundwater contamination within the study area may expose construction workers and the public to significant health risks.	**Mitigation Measure HAZ-3:** The following steps shall be implemented to reduce the risk of adverse public health impacts or environmental hazards resulting from soil and groundwater contaminants within the study area. *Reporting Requirements* Prior to issuance of demolition, grading, or building permits, project applicants shall submit a Phase I Environmental Site Assessment (ESA) to the City's Fire Prevention/Hazardous Materials Division. The reports shall make recommendations for the preparation of additional subsurface sampling (Phase II) and/or remedial action (Phase III), if appropriate, and should be signed by a Professional Geologist or Professional Engineer. If the environmental site assessment reports recommend remedial action, the project applicant shall: ▪ Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits, and sumps. ▪ Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. ▪ Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II environmental site assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management	**X**	**X**	**X**	**X**	Prior to issuance of a demolition, grading, or building permit, Construction

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	***SummerHill Homes***	***True Life***	***Future Development***	
	plans, and groundwater management plans. *Best Management Practices During Construction* ▪ Project applicants shall implement the following Best Management Practices (BMPs) regarding potential soil and groundwater contamination throughout demolition, grading, and construction activities. ▪ Soil removed from the site during project construction shall be stockpiled in a secure and safe manner. All contaminated soils determined to be hazardous must be adequately sampled prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with the requirements of applicable local, state and federal agencies, including the RWQCB, the Santa Clara County Department of Environmental Health (SCCDEH), and/or the City's Fire Prevention/Hazardous Materials Division. ▪ Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Santa Clara, SCCDEH, and/or the RWQCB. Engineering controls shall be utilized, which may include impermeable barriers to prohibit groundwater and vapor intrusion into the proposed buildings (pursuant to the review and approval of the Fire Prevention/Hazardous Materials Division and/or SCCDEH). Prior to issuance of any demolition, grading, or building permit, the applicant shall submit for review and approval by the Fire Prevention/Hazardous Materials Division, written verification that the appropriate federal, state or county oversight authorities, including but not limited to the SCCDEH and RWQCB, have granted all required clearances and confirmed that the all applicable standards, regulations and conditions for all previous contamination at the site.					

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	***SummerHill Homes***	***True Life***	***Future Development***	
Impact HAZ-4: Eight Cortese List sites are located within the study area, which may create a significant hazard to the public or environment.	See **Mitigation Measures HAZ-2** and **Haz-3**.	**X**	**X**	**X**	**X**	Prior to issuance of a demolition, grading, or building permit, Pre-construction, Construction
Hydrology and Water Quality						
Impact HYD-1: Development under the LSAP could introduce pollutants to groundwater during construction.	**Mitigation Measure HYD-1:** In the event groundwater is encountered during construction activities, onsite dewatering would be required. The discharge of any dewatered groundwater would comply with BMPs as described in the SWPPP, and if found to be contaminated would be handled as described in Mitigation Measure HAZ-2 and HAZ-3.	**X**	**X**	**X**	**X**	Construction
Noise and Vibration						
Impact NOI-1: Operational noise from mechanical equipment could potentially exceed noise standards identified in the General Plan and Santa Clara City Code.	**Mitigation Measure NOI-1:** Due to the number of variables inherent in the mechanical equipment needs of new buildings (number and type of units, locations, size, housing or enclosures, etc.), the impacts of mechanical equipment noise on adjacent noise-sensitive uses shall be assessed during the final stage of project design for Phase 1 development. Design planning shall take into account the noise criteria associated with such equipment and use site planning to locate equipment in less noise-sensitive areas, where feasible. Other controls could include, but shall not be limited to, fan silencers, enclosures, and screen walls. An acoustical study shall be prepared during final project design to evaluate the potential noise generated by building mechanical	**X**	**X**	**X**		Prior to issuance of building permits

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
	equipment and to identify the necessary noise controls that are included in the design to meet the City's 55 dBA daytime and 50 dBA nighttime noise limits. The study shall be submitted to the City of Santa Clara for review and approval prior to issuance of any building permits.					
Impact NOI-2: Operational noise from truck circulation and loading activities associated with future development could potentially exceed identified noise standards.	**Mitigation Measure NOI-2:** Future developers will evaluate noise impacts on surrounding sensitive land uses once project-specific information, such as type and size of the retail uses, loading zone locations, hours of operation, and frequency of deliveries, is available. Due to the close proximity of the proposed retail uses to the proposed residential uses, noise impacts could be reduced with the implementation of the following measures: ▪ Move loading zones inside (e.g., within parking structures), where possible, and as far from adjacent residential uses as possible. ▪ Implement a no idling policy at all retail locations that requires engines to be turned off after five minutes. ▪ Recess truck docks into the ground. Equip loading bay doors with rubberized gasket type seals to allow little loading noise to escape.				**X**	Project design
Impact NOI-3: Construction of the SummerHill Homes and future development within the study area would potentially include substantial temporary or periodic increases in ambient noise levels in the study area	**Mitigation Measure NOI-3:** The project developer shall develop a construction noise control plan, including, but not limited to, the following available controls: ▪ Ensure that construction activities (including the loading and unloading of materials and truck movements) within 300 feet of residentially zoned property are limited to the hours of 7:00 AM to 6:00 PM on weekdays and between the hours of 9:00 AM and 6:00 PM on Saturdays. No construction is permitted on Sundays or holidays. ▪ Ensure that excavating, grading and filling activities (including warming of equipment motors) within 300 feet of residentially zoned property are limited to the hours of 7:00 AM to 6:00 PM on	**X**	**X**	**X**	**X**	Pre-construction, Construction

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
vicinity above existing levels without the project.	weekdays and between the hours of 9:00 AM and 6:00 PM on Saturdays. No construction is permitted on Sundays or holidays. ▪ Contractors equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment. ▪ Contractors utilize "quiet" models of air compressors and other stationary noise sources where technology exists. ▪ Locate loading, staging areas, stationary noise-generating equipment, etc. as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by 5 dBA. ▪ Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. ▪ Comply with Air Resource Board idling prohibitions of uneasy idling of internal combustion engines. ▪ Construct solid plywood fences around construction sites adjacent to operational business, residences or noise-sensitive land uses. ▪ A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. ▪ Route construction-related traffic along major roadways and as far as feasible from sensitive receptors. ▪ Businesses, residences or noise-sensitive land uses adjacent to construction sites should be notified of the construction schedule in writing. Designate a "construction liaison" that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and					

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	*SummerHill Homes*	*True Life*	*Future Development*	
	institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site. ▪ Include a disclosure in the lease of the future tenants on the Westlake Urban and True Life Companies properties that provides information regarding the on-going construction activities at the SummerHill Homes development and future development sites. ▪ Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, use of intake silencers, ducts, engine enclosure and acoustically attenuating shields or shrouds; ▪ Impact tools (e.g., jack hammers, pavement breakers and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; ▪ Noise reducing pile-driving techniques shall be employed during Project construction, including installation of intake and exhaust mufflers on pile-driving equipment, vibrating piles into place when feasible and installing shrouds around pile-driving hammer where feasible; implementing "quite" pile-driving technology (such as pre-drilling of piles and the use of more than one driver to shorten total pile driving duration) where feasible, in consideration of geotechnical and structural requirements and conditions; use of condition blocks to dampen noise if feasible based on soil conditions; and ▪ At least 48 hours prior to pile-driving activities, the applicant shall notify building owners and occupants within 600 feet of the Project area of the dates, hours and expected duration of such activities.					
Transportation and Traffic						

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	***SummerHill Homes***	***True Life***	***Future Development***	
Impact CUM-TR-1: Project traffic would make a cumulatively considerable contribution to unacceptable traffic operations at Intersection #29: Great America Parkway/Tasman Drive under Cumulative Plus Phase 1 conditions.	**Mitigation Measure CUM-TR-1:** Project applicants shall add a southbound right-turn lane to Intersection #29: Great America Parkway/Tasman Drive based on their project's fair share contribution. The City of Santa Clara shall determine the calculation of fair share accordingly during future design phases.	**X**	**X**	**X**	**X**	Project design, Construction
Impact CUM-TR-2: Project traffic would make a cumulatively considerable contribution to unacceptable traffic operations at Intersection #36: Bowers Avenue/Monroe Street under Cumulative Plus Phase 1 project conditions.	**Mitigation Measure CUM-TR-2:** Project applicants shall add a northbound and southbound left-turn lane and left-turn phasing adjustment (from split to protected) in the northbound and southbound direction to Intersection #36: Bowers Avenue/Monroe Street based on their project's fair share contribution. The City of Santa Clara shall determine the calculation of fair share accordingly during future design phases.	**X**	**X**	**X**	**X**	Project design, Construction
Impact CUM-TR-4: Project traffic would make a cumulatively	See **Mitigation Measure CUM-TR-1.**	**X**	**X**	**X**	**X**	Project design, Construction

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	***SummerHill Homes***	***True Life***	***Future Development***	
considerable contribution to unacceptable traffic operations at Intersection #29: Great America Parkway/Tasman Drive under Cumulative Plus Buildout conditions.						
Impact CUM-TR-5: Project traffic would make a cumulatively considerable contribution to unacceptable traffic operations at Intersection #30: Great America Parkway/Mission College Boulevard under Cumulative Plus Buildout conditions.	**Mitigation Measure CUM-TR-4:** Project applicants shall add a westbound right-turn lane to Intersection #30: Great America Parkway/Mission College Boulevard based on their project's fair share contribution. The City of Santa Clara shall determine the calculation of fair share accordingly during future design phases.	**X**	**X**	**X**	**X**	Project design, Construction
Impact CUM-TR-6: Project traffic would make a cumulatively considerable contribution to unacceptable traffic operations at	**Mitigation Measure CUM-TR-5:** Project applicants shall add a second eastbound left-turn lane to Intersection #35: Bowers Avenue/Kifer Road based on their project's fair share contribution. The City of Santa Clara shall determine the calculation of fair share accordingly during future design phases.	**X**	**X**	**X**	**X**	Project design, Construction

Environmental Impacts	Mitigation Measure	Responsible Party				Timing
		Westlake Urban	***SummerHill Homes***	***True Life***	***Future Development***	
Intersection #35: Bowers Avenue/Kifer Road under Cumulative Plus Buildout conditions.						
Impact CUM-TR-7: Project traffic would make a cumulatively considerable contribution to unacceptable traffic operations at Intersection #36: Bowers Avenue/Monroe Street under Cumulative Plus Buildout conditions	See **Mitigation Measure CUM-TR-2.**	**X**	**X**	**X**	**X**	Project design, Construction
Utilities and Service Systems						
Impact UTIL-1: Future development under the LSAP could potentially not be served by a landfill with sufficient permitted capacity to accommodate the development's solid waste needs.	**Mitigation Measure UTIL-1:** Before permits, including demolitions and grading, for any future development are approved, the City must have a solid waste disposal location to fulfill the needs of that proposed development.				**X**	Project design, Construction

This page intentionally left blank.

APPENDIX A

GHG Quantification Memoandum

This page intentionally left blank.

ILLINGWORTH & RODKIN, INC.
Acoustics • Air Quality

1 Willowbrook Court, Suite 120
Petaluma, CA 94954

Tel: 707-794-0400 *Fax: 707-794-0405*
www.iandrinc.com *illro@illingworthrodkin.com*

September 30, 2016

Caitlin Chase
Circlepoint
1814 Franklin Street, Suite 1000
Oakland, CA 94612

SUBJECT: Lawrence Station Area Plan, Santa Clara, CA – GHG Quantification Memo

Dear Caitlin:

As you know, we prepared the Lawrence Station Area Plan Air Quality and Greenhouse Gas (GHG) Emissions Assessment on July 27th of this year. In response to comments received by BAAQMD, GHG emissions from full build-out of the Lawrence Station Area Plan (Plan) have been quantified for 2030 using the California Emissions Estimator Model 2013.2.2 (CalEEMod). GHG emissions resulting from 2030 operation of the Plan have been compared to an efficiency metric threshold consistent with State goals detailed in EO B-30-15 to reduce GHG emissions by 40 percent below 1990 levels. Though BAAQMD has not published a quantified threshold for 2030 yet, this assessment uses a "Substantial Progress" efficiency metric of 2.7 MT CO_2e/year/service population (S.P.). This is calculated for 2030 based on the GHG reduction goals of EO B-30-15, taking into account the 1990 inventory and the projected 2030 statewide population and employment levels.

The Plan land use types and size and other Plan-specific information were input to the model. Unless otherwise noted below, the CalEEMod model defaults for Santa Clara County were used. CalEEMod provides emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling and transport. CalEEMod output worksheets are included in *Attachment A.* The proposed Plan land uses were input into CalEEMod, which included 1,935 dwelling units entered as "Apartments Mid Rise," 1,524 dwelling units entered as "Condo/Townhouse," 41 dwelling units entered as "Single Family Housing," 104,000 square feet entered as "Strip Mall"/retail, and 6,724 spaces entered as "Enclosed Parking with Elevator," on a 65-acre site.

Trip Generation Rates

CalEEMod allows the user to enter specific vehicle trip generation rates, which were input to the model using the daily trip generation rate provided in the project traffic report. The trip rates accounted for the 13 percent Main Street trip reduction. The default trip lengths and trip types specified by CalEEMod were used.

Model Year

The model uses mobile emission factors from the California Air Resources Board's EMFAC2011 model. This model is sensitive to the year selected, since vehicle emissions have and continue to be reduced due to fuel efficiency standards and low carbon fuels. The year 2030 was analyzed.

Energy

Emissions rates associated with electricity consumption were adjusted to account for Silicon Valley Power utility's (SVP) projected 2020 CO_2 intensity rate. CalEEMod uses a default rate of 641.35 pounds of CO_2 per megawatt of electricity produced for PG&E. The projected 2020 SVP CO_2 intensity rate of 380 pounds of CO_2 per megawatt of electricity produced and was obtained from the City's Climate Action Plan and used in CalEEMod modeling.[1] Use of this rate is considered conservative, in that the 2030 rate will likely be lower than the projected 2020 rate.

The 2013 Title 24 Building Standards became effective July 1, 2014 and are predicted to use 25 percent less energy for lighting, heating, cooling, ventilation, and water heating for residential uses and 30 percent less energy for non-residential uses than the 2008 standards that CalEEMod incorporates.[2] Therefore, the CalEEMod project run was adjusted to account for the greater energy efficiency.

Other Inputs

Default model assumptions for GHG emissions associated with solid waste generation and water/wastewater use were applied to the project. No new wood-burning fireplaces are allowed in the Bay Area, but it was assumed that new residences could include gas-powered fireplaces.

[1] City of Santa Clara, 2013. *City of Santa Clara Climate Action Plan*. December 3.
[2] California Energy Commission, 2014. *New Title 24 Standards Will Cut Residential Energy Use by 25 Percent, Save Water, and Reduce Greenhouse Gas Emissions*. July. Available online: http://www.energy.ca.gov/releases/2014_releases/2014-07-01_new_title24_standards_nr.html

Service Population Efficiency Metric

The project service population efficiency rate is based on the number of future residences plus full-time employees. The number of future residences is estimated at 9,415 from Chapter 4.11, Population and Housing from the EIR. The number of future full-time employees is estimated to be 297, for a total service population of 9,712.

Operational Emissions

The CalEEMod model was used to predict daily emissions associated with operation of the fully-developed site under the proposed Plan. In 2030, as shown in Table 1, annual service poplation emissions resulting from operation of the proposed project are predicted to be 2.4 MT of CO_2e/year/S.P. These emissions would not exceed the 2030 Substantial Progress threshold of 2.7 MT of CO_2e/yr/S.P.

Table 1. Annual Project GHG Emissions (CO_2e) in Metric Tons

Source Category	**2030 LSAP Emissions**
Area	162
Energy Consumption	6,604
Mobile	15,287
Solid Waste Generation	796
Water Usage	604
Total	23,453
Service Population Emissions[1]	2.4 MT CO_2e/year/S.P.
2030 Substantial Progress Threshold	2.7 MT CO_2e/year/S.P.

Note: [1] Based on a 9,712 service population.

♦ ♦ ♦

This concludes our assessment of LSAP 2030 full build-out GHG emissions. If you have any questions, don't hesitate to contact me.

Sincerely yours,

Joshua D. Carman
Consultant
Illingworth & Rodkin, Inc.
Attachment A: CalEEMod Input and Output Worksheets

Attachment A: CalEEMod Input and Output Worksheets

Lawrence SAP - Full Build-Out GHG

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	1,935.00	Dwelling Unit	65.00	1,935,000.00	5534
Strip Mall	104.00	1000sqft	0.00	104,000.00	0
Single Family Housing	41.00	Dwelling Unit	0.00	73,800.00	117
Condo/Townhouse	1,524.00	Dwelling Unit	0.00	1,524,000.00	4359
Enclosed Parking with Elevator	6,724.00	Space	0.00	2,689,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2030
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	380	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Using 2020 CO2 factor for SVP

Land Use - From PD and traffic report

Vehicle Trips - Daily trip rates from project traffic report, including 13% reduction.

Woodstoves - No woodstoves, possible gas-powered fireplaces.

Energy Use - 2013 Title 24 25% more energy-efficient for res than 2008 standards, 30% more energy-efficient for non-res.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	50

tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	150	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	100	50
tblEnergyUse	LightingElect	741.44	556.08
tblEnergyUse	LightingElect	1,001.10	750.83
tblEnergyUse	LightingElect	2.63	1.84
tblEnergyUse	LightingElect	1,608.84	1,206.63
tblEnergyUse	LightingElect	5.64	3.95
tblEnergyUse	T24E	226.57	169.93
tblEnergyUse	T24E	184.25	138.19
tblEnergyUse	T24E	3.92	2.74
tblEnergyUse	T24E	368.61	276.46
tblEnergyUse	T24E	3.37	2.36
tblEnergyUse	T24NG	6,391.64	4,793.73
tblEnergyUse	T24NG	16,523.61	12,392.71
tblEnergyUse	T24NG	29,406.10	22,054.58
tblEnergyUse	T24NG	2.49	1.74
tblFireplaces	FireplaceWoodMass	92.40	0.00
tblFireplaces	FireplaceWoodMass	92.40	0.00
tblFireplaces	FireplaceWoodMass	215.60	0.00
tblFireplaces	NumberGas	1,064.25	1,335.15
tblFireplaces	NumberGas	838.20	1,051.56
tblFireplaces	NumberGas	22.55	41.00
tblFireplaces	NumberWood	270.90	0.00
tblFireplaces	NumberWood	213.36	0.00
tblFireplaces	NumberWood	18.45	0.00
tblLandUse	LotAcreage	50.92	65.00
tblLandUse	LotAcreage	2.39	0.00
tblLandUse	LotAcreage	13.31	0.00
tblLandUse	LotAcreage	95.25	0.00

tblLandUse	LotAcreage	60.52	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	380
tblProjectCharacteristics	OperationalYear	2014	2030
tblVehicleTrips	ST_TR	7.16	5.80
tblVehicleTrips	ST_TR	7.16	4.30
tblVehicleTrips	ST_TR	10.08	10.28
tblVehicleTrips	ST_TR	42.04	55.07
tblVehicleTrips	SU_TR	6.07	4.92
tblVehicleTrips	SU_TR	6.07	3.64
tblVehicleTrips	SU_TR	8.77	8.95
tblVehicleTrips	SU_TR	20.43	26.76
tblVehicleTrips	WD_TR	6.59	5.32
tblVehicleTrips	WD_TR	6.59	3.92
tblVehicleTrips	WD_TR	9.57	9.80
tblVehicleTrips	WD_TR	44.32	58.27
tblWoodstoves	NumberCatalytic	9.68	0.00
tblWoodstoves	NumberCatalytic	7.62	0.00
tblWoodstoves	NumberCatalytic	1.44	0.00
tblWoodstoves	NumberNoncatalytic	9.68	0.00
tblWoodstoves	NumberNoncatalytic	7.62	0.00
tblWoodstoves	NumberNoncatalytic	1.44	0.00
tblWoodstoves	WoodstoveDayYear	10.82	0.00
tblWoodstoves	WoodstoveDayYear	10.82	0.00
tblWoodstoves	WoodstoveDayYear	26.24	0.00
tblWoodstoves	WoodstoveWoodMass	954.80	0.00
tblWoodstoves	WoodstoveWoodMass	954.80	0.00
tblWoodstoves	WoodstoveWoodMass	1,355.20	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	29.4442	0.2994	25.9823	1.3800e-003		0.1526	0.1526		0.1525	0.1525	0.0000	160.2050	160.2050	0.0430	2.1600e-003	161.7768
Energy	0.2014	1.7213	0.7362	0.0110		0.1391	0.1391		0.1391	0.1391	0.0000	6,561.9849	6,561.9849	0.3869	0.1087	6,603.8004
Mobile	7.3590	12.3634	67.7059	0.2383	17.0245	0.2876	17.3121	4.5521	0.2656	4.8177	0.0000	15,277.5359	15,277.5359	0.4343	0.0000	15,286.6570
Waste						0.0000	0.0000		0.0000	0.0000	355.1286	0.0000	355.1286	20.9875	0.0000	795.8662
Water						0.0000	0.0000		0.0000	0.0000	74.7903	309.4474	384.2377	7.7053	0.1863	603.7916
Total	**37.0045**	**14.3841**	**94.4244**	**0.2506**	**17.0245**	**0.5793**	**17.6038**	**4.5521**	**0.5572**	**5.1093**	**429.9189**	**22,309.1731**	**22,739.0920**	**29.5570**	**0.2971**	**23,451.8919**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Unmitigated	7.3590	12.3634	67.7059	0.2383	17.0245	0.2876	17.3121	4.5521	0.2656	4.8177	0.0000	15,277.5359	15,277.5359	0.4343	0.0000	15,286.6570

4.2 Trip Summary Information

	Average Daily Trip Rate	Unmitigated	Mitigated

Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	10,294.20	11,223.00	9520.20	23,029,790	23,029,790
Condo/Townhouse	5,974.08	6,553.20	5547.36	13,384,935	13,384,935
Enclosed Parking with Elevator	0.00	0.00	0.00		
Single Family Housing	401.80	421.48	366.95	892,127	892,127
Strip Mall	6,060.08	5,727.28	2783.04	8,538,542	8,538,542
Total	22,730.16	23,924.96	18,217.55	45,845,393	45,845,393

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	12.40	4.30	5.40	26.10	29.10	44.80	86	11	3
Condo/Townhouse	12.40	4.30	5.40	26.10	29.10	44.80	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Single Family Housing	12.40	4.30	5.40	26.10	29.10	44.80	86	11	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.552333	0.058808	0.184358	0.118913	0.029447	0.004459	0.013404	0.026791	0.001843	0.001224	0.006259	0.000436	0.001725

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	4,569.1160	4,569.1160	0.3487	0.0721	4,598.8032

NaturalGas Unmitigated	0.2014	1.7213	0.7362	0.0110		0.1391	0.1391		0.1391	0.1391	0.0000	1,992.8689	1,992.8689	0.0382	0.0365	2,004.9971

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.14519e+006	6.1800e-003	0.0528	0.0225	3.4000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003	0.0000	61.1117	61.1117	1.1700e-003	1.1200e-003	61.4836
Strip Mall	180960	9.8000e-004	8.8700e-003	7.4500e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	9.6567	9.6567	1.9000e-004	1.8000e-004	9.7155
Apartments Mid Rise	1.2635e+007	0.0681	0.5822	0.2477	3.7200e-003		0.0471	0.0471		0.0471	0.0471	0.0000	674.2511	674.2511	0.0129	0.0124	678.3545
Condo/Townhouse	2.33838e+007	0.1261	1.0775	0.4585	6.8800e-003		0.0871	0.0871		0.0871	0.0871	0.0000	1,247.8494	1,247.8494	0.0239	0.0229	1,255.4436
Total		**0.2014**	**1.7213**	**0.7362**	**0.0110**		**0.1391**	**0.1391**		**0.1391**	**0.1391**	**0.0000**	**1,992.8689**	**1,992.8689**	**0.0382**	**0.0365**	**2,004.9971**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	6.35562e+006	1,095.4877	0.0836	0.0173	1,102.6055
Condo/Townhouse	6.11866e+006	1,054.6438	0.0805	0.0167	1,061.4962
Enclosed Parking with Elevator	1.28294e+007	2,211.3394	0.1688	0.0349	2,225.7073

Single Family Housing	269722	46.4906	3.5500e-003	7.3000e-004	46.7927
Strip Mall	934960	161.1545	0.0123	2.5400e-003	162.2016
Total		**4,569.1160**	**0.3487**	**0.0721**	**4,598.8032**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Unmitigated	29.4442	0.2994	25.9823	1.3800e-003		0.1526	0.1526		0.1525	0.1525	0.0000	160.2050	160.2050	0.0430	2.1600e-003	161.7768

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.9436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Consumer Products	24.7078					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0119	0.0000	6.5000e-004	0.0000		8.2100e-003	8.2100e-003		8.1300e-003	8.1300e-003	0.0000	117.6322	117.6322	2.2500e-003	2.1600e-003	118.3481
Landscaping	0.7810	0.2994	25.9817	1.3800e-003		0.1443	0.1443		0.1443	0.1443	0.0000	42.5728	42.5728	0.0408	0.0000	43.4287
Total	**29.4442**	**0.2994**	**25.9823**	**1.3800e-003**		**0.1526**	**0.1526**		**0.1525**	**0.1525**	**0.0000**	**160.2050**	**160.2050**	**0.0430**	**2.1600e-003**	**161.7768**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Unmitigated	384.2377	7.7053	0.1863	603.7916

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	126.073 / 79.4808	205.5304	4.1207	0.0996	322.9462
Condo/Townhouse	99.2947 / 62.5989	161.8751	3.2455	0.0785	254.3514
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000

Single Family Housing	2.67132 / 1.68409	4.3549	0.0873	2.1100e-003	6.8428
Strip Mall	7.70354 / 4.72153	12.4772	0.2518	6.0900e-003	19.6512
Total		**384.2377**	**7.7053**	**0.1863**	**603.7916**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	355.1286	20.9875	0.0000	795.8662

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	890.1	180.6823	10.6780	0.0000	404.9206
Condo/Townhouse	701.04	142.3048	8.4100	0.0000	318.9142
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000

Single Family Housing	49.14	9.9750	0.5895	0.0000	22.3546
Strip Mall	109.2	22.1666	1.3100	0.0000	49.6768
Total		**355.1286**	**20.9875**	**0.0000**	**795.8661**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

APPENDIX B

Mainstreet Input Assumptions Memorandum

This page intentionally left blank.

FEHR PEERS

MEMORANDUM

Date: September 28, 2016

To: John Davidson, City of Santa Clara
Pratyush Bhatia, City of Santa Clara

From: Jane Bierstedt and Henry Choi, Fehr & Peers

Subject: Lawrence Station Area Plan MainStreet Input Assumptions

SJ14-1544

MainStreet was used to develop the mixed-use reductions incorporated into the vehicle trip generation estimates for the Lawrence Station Area Plan. **Table 1** summarizes the input variables and values used in MainStreet. Sources for these inputs include EPA Smart Location Database, Census 2010, ACS 2015, and GIS.

TABLE 1: MAINSTREET INPUTS

Input Variable	Input Value	Source
Project Area (Acres)	70	GIS
Intersections per Square Mile (Surrounding Area)	15	EPA Smart Location Database (2013) - 2010 Scenario
Employment within 1 mile of Project Site	7,415	EPA Smart Location Database (2013) - 2010 Scenario
Share of regional employment within a 30 minute trip by transit	1%	EPA Smart Location Database (2013) - 2010 Scenario
Surrounding Household Size	2.29	Census 2010 - All Housing Types
Surrounding Vehicle Ownership	1.53	ACS 2012 (5-year) - All Housing Types
Site Household Size	2.29[1]	Census 2010 - All Housing Types
Site Vehicle Ownership	1.53[1]	ACS 2012 (5-year) - All Housing Types

Source: Fehr & Peers MainStreet, 2015

1. Surrounding area data used for site.

This page intentionally left blank.

APPENDIX C

Supplemental Queuing Analysis

This page intentionally left blank.

FEHR PEERS

MEMORANDUM

Date: October 21, 2016

To: Pratyush Bhatia, City of Santa Clara

From: Jane Bierstedt

Subject: Lawrence Station Area Plan and EIR – Supplemental Queuing Analysis

SJ14-1544

A queuing analysis was conducted for the DEIR to assess the potential of the Project to add vehicles to left-turn movements such that the left-turn queues would exceed the turn pocket storage lengths and impede the adjacent through traffic movements. Intersections where the Project would add a substantial number of left-turning vehicles were evaluated. Intersections on Caltrans facilities were not selected because the Project is not anticipated to add traffic to left-turn movements. However, a supplemental analysis was conducted to specifically address the comment received by Caltrans.

The 95th percentile queues from the TRAFFIX LOS analysis for the Project Buildout scenarios under Existing and Background conditions were used to evaluate the projected queues for the movements on the Caltrans facilities with added Project vehicle trips at the following intersections:

- Intersection #10 – Lawrence Expressway and US 101 ramps (south)
- Intersection # 37 – Bowers Avenue/State Route (SR) 82 (El Camino Real)
- Intersection #40 – San Tomas Expressway/SR 82 (El Camino Real)
- Intersection # 44 – Lafayette Street SR 82 (El Camino Real)

The results of the supplemental queuing analysis are presented in **Table 1**.

TABLE 1: SUPPLEMENTAL QUEUING ANALYSIS

	Intersection	Movement	Peak Hour	Number of Project Vehicle Trips Added	Available Storage Length per Lane (feet)	95th Percentile Queue Length per Lane (feet)[1]		Comments
						Existing (Existing plus Project)	Background (Background plus Project)	
10	Lawrence Expressway and US 101 ramps (south)	EB RT	AM PM	1 204	2,300	1,125 (1,125) 2,925 (3,725)	1,400 (1,400) 3,700 (4,500)	The Project has a mitigation measure to add a third eastbound right-turn lane that will increase the storage length for this movement.
37	Bowers Avenue/State Route (SR) 82 (El Camino Real)	WB TH	AM PM	0 7	1,100	400 (400) 350 (350)	475 (500) 450 (450)	Queue is maintained within storage area.
		EB TH	AM PM	6 3	800	275 (275) 550 (550)	325 (325) 625 (625)	Queue is maintained within storage area.
40	San Tomas Expressway/SR 82 (El Camino Real)	WB TH	AM PM	0 39	950	775 (775) 575 (600)	925 (925) 725 (775)	Queue is maintained within storage area.
		EB TH	AM PM	35 17	950	500 (525) 725 (725)	575 (600) 800 (800)	Queue is maintained within storage area.
44	Lafayette Street/SR 82 (El Camino Real)	WB TH	AM PM	0 71	1,500	375 (375) 400 (425)	475 (475) 475 (525)	Queue is maintained within storage area.
		EB TH	AM PM	64 30	1,400	150 (175) 400 (400)	175 (200) 425 (450)	Queue is maintained within storage area.

Notes:

1. Each vehicle in queue is assumed to occupy 25 feet.

Source: Fehr & Peers, October 2016.