SANTA CLARA
Valley Transportation Authority

Bicycle & Pedestrian Advisory Committee

Wednesday, February 10, 2010
6:00 PM

VTA Auditorium
3331 North First Street
San Jose, CA

AGENDA

CALL TO ORDER

1. ROLL CALL

2. ORDERS OF THE DAY

3. PUBLIC PRESENTATIONS:

This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are **limited to 2 minutes**. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

4. Receive Committee Staff Report. (Verbal Report) (Y. Smith)

- Capital Program Update
- County Report (Collen)

5. Receive Chairperson's Report. (Verbal Report) (Simons)

6. Receive Reports from BPAC subcommittees. (Verbal Report)

CONSENT AGENDA

7. Approve the Minutes of November 10, 2009.

REGULAR AGENDA

8. ACTION ITEM - Adopt the "Block Grant" program structure for programming future

Federal flexible funds through the Congestion Management Agency as presented in this memorandum.

9. INFORMATION ITEM - Receive a presentation on the Proactive CMP Quarterly Report for October through December 2009.

OTHER

10. Local Jurisdiction Project Review Section (Committee Members)

11. Review BPAC Work Plan. (Y Smith)

12. ANNOUNCEMENTS

13. ADJOURN

In compliance with the Americans with Disabilities Act (ADA), those requiring accommodations or accessible media for this meeting should notify the Board Secretary's Office 48 hours prior to the meeting at (408) 321-5680 or e-mail: board.secretary@vta.org, TDD (408) 321-2330. VTA's Homepage is located on the Web at: http://www.vta.org/.

All reports for items on the open meeting agenda are available for review in the Board Secretary's Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Monday, Tuesday, and Wednesday prior to the meeting. This information is available on VTA's website at http://www.vta.org/ and also at the meeting.

SANTA CLARA
Valley Transportation Authority

Date: January 27, 2010
Current Meeting: February 10, 2010
Board Meeting: March 4, 2010

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Bicycle & Pedestrian Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: New Cycle STP/CMAQ "Block" Program Structure

Policy-Related Action: Yes **Government Code Section 84308 Applies: No**

ACTION ITEM

RECOMMENDATION:

Adopt the "Block Grant " program structure for programming future Federal flexible funds through the Congestion Management Agency as presented in this memorandum.

BACKGROUND:

In December 2009, the Metropolitan Transportation Commission adopted a "Block Grant" program structure for programming future Federal flexible funds through the Congestion Management Agencies (CMA) to (1) local streets and roads rehabilitation, (2) Transportation for Livable Communities (TLC) (3) and Regional Bicycle Program. MTC specified the amounts to be available to each CMA and imposed the following requirements:

(1) CMAs must conduct one consolidated call-for-projects.

(2) CMAs may "flex" up to 20% between program categories.

(3) New minimum grant sizes: $500,000 for large counties (including Santa Clara) and $250,000 for small ones.

(4) CMAs should use, to the extent feasible, MTC's regional Local Streets and Roads (LSR) formula to apportion streets and roads rehabilitation funding between individual cities and the County.

(5) CMAs should consider "complete streets" elements in local streets and roads rehabilitation projects.

(6) CMAs may use up to 4% of the total program amount for CMA administration.

(7) CMAs must submit a ”strategic plan” showing how they intend to administer the “Block Grant” program by April 1, 2010.

(8) Each CMAs program of projects will be due to MTC on July 30, 2010.

VTA is the CMA for Santa Clara County and the agency responsible for developing and administering the program. The VTA version of the TLC program is called Community Design and Transportation (CDT) and VTA manages the bicycle program through the Bicycle Expenditure Program (BEP). Further reference to these block grant funding will use VTA terminology for these programs.

DISCUSSION:

In order to meet MTC’s schedule and allow adequate time for member agencies to develop their project applications, VTA staff began discussing the proposed program structure with the Technical Advisory Committee (TAC) and its working groups in January with the goal that the VTA Board adopt the program by April 2010, allowing VTA to issue a call-for-projects. The TAC discussions included specific examination of distribution formulas for local streets and roads rehabilitation funding.

VTA staff’s proposals for each program element are as follows:

Local Streets and Roads Rehabilitation and Reconstruction (LSR) Funding

City Shares

1. Use MTC’s Local Streets and Roads (LSR) Formula

2. Maintain minimum grant sizes of $250,000 for Monte Sereno & Los Altos Hills and $500,000 for all other member agencies.

3. Use the ability granted by MTC to move money from the Community Design in Transportation (CDT) program and the Bicycle Expenditure Program (BEP) to bring all agencies to the minimum LSR grant programming in first new Federal programming cycle.

4. When a city’s local streets and roads share needs to be augmented to meet the minimum grant size, if (a) the augmentation is $100,000 or less, no “payback” is required. If it is more than $100,000, the city will not participate in future STP/ARRA programming rounds for road rehabilitation until the augmentation is “paid back”.

5. Cities & County may defer claiming their share until a future cycle, subject to VTA discretion .

6. Cities & County may use their LSR formula share for “complete streets” elements such as adding sidewalks, bike lanes and streetscape elements, as defined in the VTA's Local Streets

& County Roads program (Attachment B).

7. If a city does not have enough Federal Aid eligible roadway rehabilitation & reconstruction work (including "complete streets elements" to program the minimum grant, the city may choose to use its "LSR" funds for a qualifying Community Transportation in Design (CDT) or one of its VTP 2035 Local Streets and County Roads (LS&CR) projects (Attachment C).

County of Santa Clara Share

1. *Base:* MTC LSR Formula share, available for all Federal Aid eligible roads, as desired by the County. Other guidance as described above.

2. *Federal Aid Secondary (FAS) Share*: Available for all of the County's Federal Aid eligible roads, as desired by the County, other restrictions as described above.

COMMUNITY DESIGN IN TRANSPORTATION CAPITAL PROGRAM

1. This is a competitive program.

2. Projects will be scored using VTA's adopted CDT Capital Programming criteria.

3. The minimum stand-alone project grant funding amount is $500,000. If a city or the County wishes to combine its CDT project with its LSR project and/or BEP project, that jurisdiction may request less than $500,000, provided that the total federal funding from all elements will exceed $500,000.

4. Unprogrammed funds in this cycle will revert to the Bicycle Expenditure program, and then to the LSR program.

BICYCLE EXPENDITURE PROGRAM

1. Only projects included in the 2008 VTA Bicycle Expenditure Program (BEP) AND the Regional Bicycle Plan corridors are eligible.

2. Projects will be funded based on their ability to obligate funds by February 1, 2012.

3. The minimum stand-alone project grant funding amount is $500,000. If a city or the County wishes to combine its BEP project with its LSR project and/or CDT project, that jurisdiction may request less than $500,000, provided that the total federal funding from all elements will exceed $500,000.

4. Unprogrammed funds in this cycle will revert to the CDT program, and then to the LSR program.

ALTERNATIVES:

The VTA Board may adopt other program alternatives.

FISCAL IMPACT:

There is no fiscal impact to VTA as a result of this action.

Prepared by: Bill Hough
Memo No. 2423

ATTACHMENT A: PROPOSED PROGRAM AND LOCAL STREETS & ROADS SHARES

Program	LS&R Rehab	CDT	BEP	Total	4% CMA
Original Amt	$17,233	$7,121	$4,638	$28,992	N/A
With 4% Planning Take-down	$16,544	$6,836	$4,452	$27,833	$1,160
With LSR Adjustment	**$17,928**	**$5,453**	**$4,452**	**$27,833**	**$1,160**
% Adjustment	8%	-20%	0%		

	FAS Distribution*	LSR Distribution	Augmentation	Total LSR w/Augmentation
County	$1,020,500	$1,619,188		$ 2,639,688
Campbell		$ 308,413	$191,587	$ 500,000
Cupertino		$ 415,073	$ 84,927	$ 500,000
Gilroy		$ 589,911		$ 589,911
Los Altos		$ 248,794	$251,206	$ 500,000
Los Altos Hills		$ 90,470	$159,530	$ 250,000
Los Gatos		$ 275,374	$224,626	$ 500,000
Milpitas		$ 638,067		$ 638,067
Monte Sereno		$ 28,680	$221,320	$ 250,000
Morgan Hill		$ 439,813	$ 60,187	$ 500,000
Mountain View		$ 508,921		$ 508,921
Palo Alto		$ 527,457		$ 527,457
San Jose		$7,667,500		$ 7,667,500
Santa Clara		$1,116,944		$ 1,116,944
Saratoga		$ 309,826	$190,174	$ 500,000
Sunnyvale		$1,097,815		$ 1,097,815
Total	$1,020,500	$15,882,247	$1,383,556	$18,286,303

* 3-year estimate; 6-year total = $2,041,000

ATTACHMENT B: LS&CR CRITERIA

Eligible Projects	Ineligible Projects
• New street connections and extensions, local road crossings of freeways and expressways • Multi-modal reconstruction of streets • Roadway operational improvements including new lanes, intersection turn lanes, modern roundabouts • New or major upgrades of sidewalk and Class II & III bicycle facilities • Traffic calming measures • New grade separations at railroads and roadways • ITS projects and project elements	• Stand-alone transit improvements • Preventive Maintenance and Pavement Management • Freeway and/or expressway projects • Class I (off-road) bicycle & pedestrian paths/trails

Eligible Expenditures	Ineligible Expenditures
• Environmental Studies and Documents, (ENV) • Plans, Specifications & Estimates (PSE) • Right of Way Acquisition (ROW) • Construction & Construction Support (CONST)	• All grant preparation costs expended prior to grant approval • Initial feasibility studies (Pre-PSR/PSR equivalents) • Operating expenses

ATTACHMENT C: LS & CR PROJECT LIST

CITY	*PROJECT TITLE*	*VTP 2030 ID*
Milpitas	Calaveras Blvd. Overpass Widening with Operational Improvements	R01
San Jose	Coleman Ave Widening from I-880 to Taylor Street	R03
San Jose	Autumn Parkway Improvement from UPRR Xing to Park Ave	R08
San Jose	Branham Ln Widening from Vista Park Dr to Snell	R12
Milpitas	Dixon Landing Rd. Widening	R13
San Jose	Charcot Ave Extension Over I-880	R16
San Jose	Downtown Couplet Conversion Phases C,D,F, G - 10th/11th North of Santa Clara, 10th/11th from Santa Clara to I-280, Almaden/Vine, and 2nd/3rd near I-280	R22
Morgan Hill	Butterfield Blvd. South Extension	R24
Campbell	Campbell Ave. Bike/Ped Improvements under SR 17	R25
San Jose	Blossom Hill Rd Bike/Ped Improvements[1]	R26
County	Fitzgerald/Masten Realignment at Monterey	R32
San Jose	Park Ave Improvement from Bird to Rt 87	R35
Palo Alto	Palo Alto Smart Residential Arterials	R39, S1101
County	DeWitt Ave/Sunnyside Realign at Edmunsen	R43
County	Foothill-Loyola Bridge	X07, R15, B07
County	Santa Teresa & San Martin Signal	
County	Santa Teresa & Tilton Ave Signal	
Los Gatos	SR 9 Gateway Enhancements @ University and N. Santa Cruz Avenues	
Los Altos	Miramonte Ave. Bikeway Improvements	R60
Palo Alto	Bicycle Boulevards Network Project*	R68, B25
Los Altos Hills	Moody Road Improvements	R75
Santa Clara	Great America Parkway/Mission College Boulevard Intersection Improvements	

Saratoga	Citywide Signal Upgrade Project Phase II	R89
Cupertino	Rancho Rinconada Traffic Calming Project	R91
Sunnyvale	Sunnyvale Local Street Improvements	R53, R58, R63, R64, R72, R87, R88, R92
Santa Clara	Reconstruction/Rehabilitation of Fatjo/Thompson/Arguello/Bray/Graham	
Sunnyvale	Mary Avenue Extension	
Gilroy	Las Animas Overcrossing	
Gilroy	Tenth Street Bridge Project	
San Jose	North San Jose Miscellaneous Intersection Improvements	
San Jose	North First Street Core Area Grid Streets	
San Jose	Zanker Road Widening from US 101 to Tasman Drive	
San Jose	Caltrain Pedestrian Crossing Bridge at Blossom Hill Station	
San Jose	North San Jose Bike/Ped Improvements	
San Jose	Oakland Road Improvements from 101 to Montague – Phase 2	R02
San Jose	Berryessa Rd Widening from US 101 to I-680	R04
San Jose	Chynoweth Ave Extension from Almaden Expwy to Winfield	R06
San Jose	Snell Ave Widening from Branham Ln to Chynoweth Ave	R17
County	Magdalena at Country Club I/S signal	R34
County	RR Crossing Church at Monterey	R36
County	Hill Road Extension	R40
Los Gatos	Wedgewood Avenue Improvements Phase II	R81
Sunnyvale	Lawrence/Wildwood realignment & signalization	R23
Milpitas	Dixon Landing Rd./North Milpitas Blvd. Intersection Improvements	R33

SANTA CLARA
Valley Transportation Authority

Date: January 19, 2010
Current Meeting: February 10, 2010
Board Meeting: March 4, 2010

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Bicycle & Pedestrian Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: Proactive CMP Quarterly Report for October-December 2009

FOR INFORMATION ONLY

BACKGROUND:

VTA has two programs in which it reviews and comments on development and transportation projects occurring in and adjacent to Santa Clara County: 1) the Development Review Program which reviews environmental documents and development proposals submitted by Member Agencies; and 2) review of Transportation Impact Analysis (TIA) reports for proposed projects meeting the Congestion Management Program (CMP) TIA Guideline requirements.

The Proactive CMP ("Proactive") process integrates these two VTA review processes prior to project development approval by Member Agencies. The objectives of the Proactive process include improving land use/transportation coordination, promoting alternative travel modes, and encouraging a balanced approach to addressing congestion. As part of the Proactive process, VTA produces quarterly reports on land-use approvals consisting of two parts:

- **Comments on Selected Projects Reviewed by VTA (Part 1):** A list of the projects reviewed by the Congestion Management Program and Development Review Program with relevant VTA comments.
- **City/County Responses Quarterly Report (Part 2):** A list of the projects recently approved by Member Agencies with relevant VTA comments and the Member Agency response for each project.

The Discussion section below contains a summary of the October through December 2009 Proactive CMP Quarterly Report. The summary highlights key themes and topics contained in the full report. The full report is provided as an attachment.

DISCUSSION:

Summary of the Proactive CMP Quarterly Report - October through December 2009

The following are highlights of key items in this edition of the Proactive CMP Quarterly Report:

- VTA commented on 15 projects through the Proactive process between October and December 2009. The largest number of projects were in the City of San Jose (5 projects) followed by the Town of Los Gatos, City of Milpitas, and City of Mountain View (2 projects each).

- Of the 15 projects upon which VTA commented, 12 included environmental documents such as Notices of Preparation (NOPs), Environmental Impact Reports (EIRs), and Negative Declarations or Mitigated Negative Declarations. Two projects involved Transportation Impact Analysis (TIA) reports Forms, and two involved other planning submittals such as Planned Community Permits or bus stop improvements associated with a development. One project involved the review of multiple documents this quarter (both a TIA and an Initial Study/Mitigated Negative Declaration).

- Four out of the 15 projects upon which VTA commented, or about 27%, were transportation, infrastructure, or public facility projects. This includes a Master Plan for the Community Center in Los Altos, a new Town Library in Los Gatos, flood control improvements by the Santa Clara Valley Water District along the Permanente Creek in several locations, and an Environmental Innovation Center in San Jose.

Key projects and plans that VTA reviewed and commented on during the past quarter included the following:

- Airport West Stadium and Great Oaks Place in San Jose: A DEIR was circulated this quarter for this project, which consists of two distinct components tied together due to funding considerations: a new soccer stadium with up to 18,000 seats near Coleman Avenue & Newhall Drive, and development of between 1,100 and 1,500 residential units near Monterey Road & Manassas Road close to the Santa Teresa LRT Station. VTA's comments on the Airport West Stadium component focused on the relationship to the BART extension project; technical aspects of the transportation analysis; TDM; automobile parking; and pedestrian and bicycle accommodations. VTA's comments on the Great Oaks Place component focused on whether the site density and land use mix were appropriate for a unique site that is so large and within such close proximity to transit.

- Ohlone Mixed Use Project in San Jose: A private development team has proposed the construction of up to 800 multi-family residences and 30,000 square feet of commercial use on a 8.23 acre site located in the Midtown area near the intersection of West San Carlos and Sunol Streets. VTA currently owns a portion of the project site and is in contract with the project applicant for the purchase and sale of VTA's ownership interest in that portion of the project site. VTA's comments on this project, which was at the DEIR stage last quarter, focused on project trip generation and transit; technical aspects of the transportation analysis; automobile parking; and Transportation Demand Management (TDM).

- Cherry Orchard Ranch in Gilroy: This development proposal would involve the construction of 349 manufactured residential units on a site on Bolsa Road, east of Highway 101 in the

southeast portion of Gilroy. The project is at the NOP stage in the CEQA process. VTA's comments requested that the EIR and TIA include an analysis of the feasibility of providing transit service to the project, given that the program (affordable senior housing) targets a market that may be amenable to using transit or may be reliant on transit services. VTA staff noted that the project area is presently not served by transit, and an extension to the area is unlikely to be in VTA's plans. VTA recommended that the EIR analysis give consideration to alternate means of providing transit service to the proposed development, such as developer-provided service.

Three projects on which VTA previously provided comments were approved or passed significant milestones during this past quarter. The following is a brief description of VTA's comments and the City's responses on these projects.

- 871-891 West Evelyn Project in Mountain View: This project would involve the construction of a new 63,129 square foot office building and underground parking near the Mountain View Transit Center. VTA commented on the Initial Study/Mitigated Negative Declaration to support the proposed intensification of land use on this important site and to provide suggestions about site design, bicycle and pedestrian accommodations, and other topics. The City was not required to prepare responses to comments because the project only required a Mitigated Negative Declaration rather than an EIR. The City Council approved the project in November 2009.

- 49ers Santa Clara Stadium Project: The San Francisco 49ers have proposed the construction of a 68,500 seat football stadium and associated improvements in the City of Santa Clara near the intersection of Tasman Drive and Centennial Drive. VTA commented on the Draft EIR and TIA for the project in September 2009, and this past quarter the City of Santa Clara published the Final EIR including responses to comments. In December 2009, the Santa Clara City Council certified the EIR for the proposed 49ers Stadium Project. However, as of January 2009 no approvals for the project itself have been issued by the City Council. VTA's comments on the DEIR and TIA focused on the project location and land use/transportation integration; the Transportation Management Plan; transit demand; transit buses & shuttles; light rail; other transit services; roadway congestion and consistency with the VTA CMP; TDM; and pedestrian and bicycle accommodations. The City's responses acknowledged many of the concerns VTA raised and stated that a Transportation Management and Operations Plan (TMOP) will be prepared by the Stadium Authority, the City, VTA and the 49ers organization. VTA and City of Santa Clara staffs continue to coordinate to address these issues.

- Ohlone Mixed Use Project in San Jose: This project, which is described earlier in this memo, was considered by the San Jose City Council in early December 2009. The City Council approved the required changes to the text of the Midtown Specific Plan and associated portion of the San Jose 2020 General Plan, allowing the applicant to move forward with a Planned Development Rezoning on file for the project.

Prepared By: Robert Swierk
Memo No. 2401

VTA Development Review Program

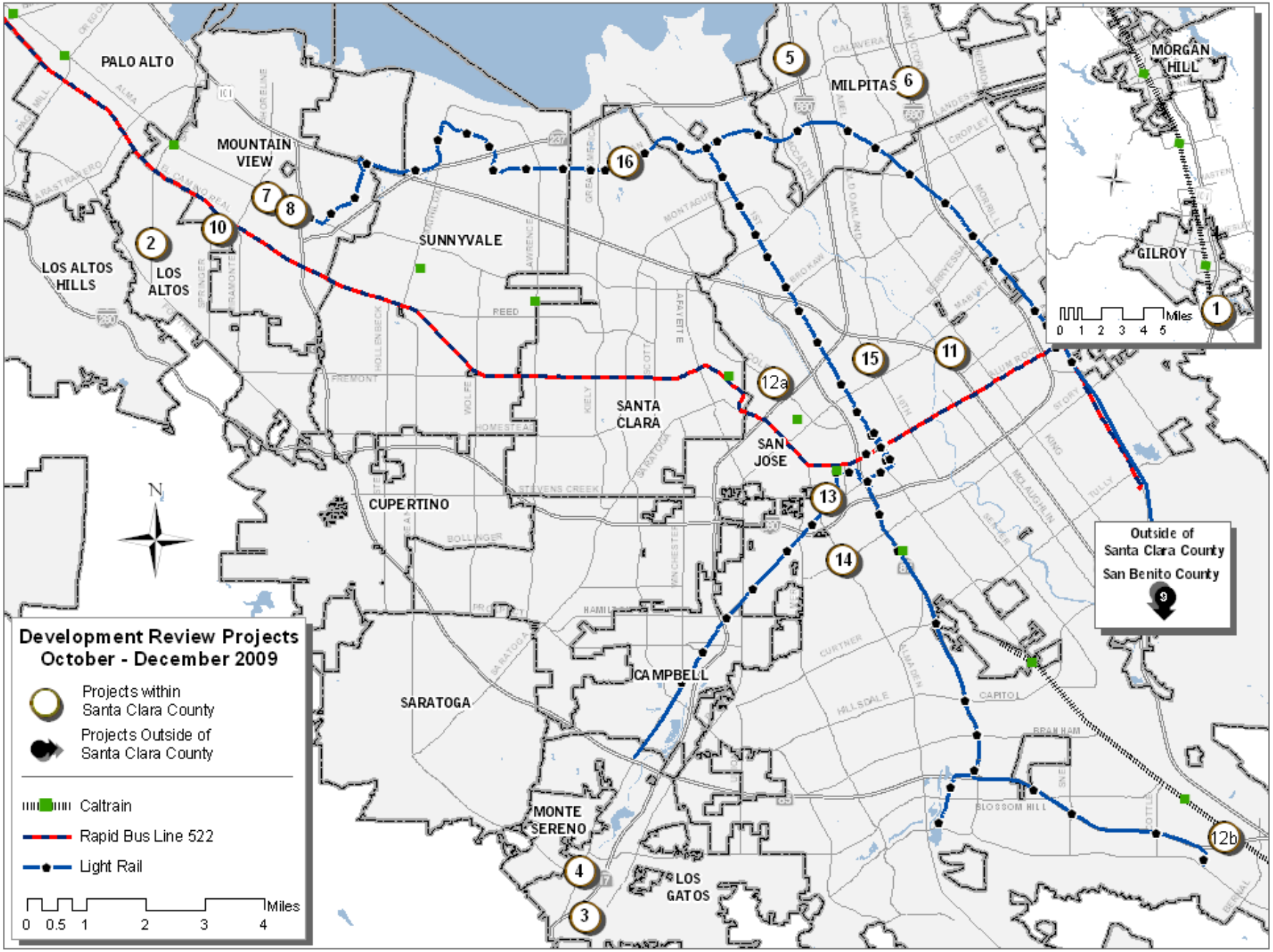
Proactive CMP Quarterly Report
October, November and December of 2009

Development Review Projects Summary

October – December of 2009

Map No.	Lead Agency	CMP ID	Project Name/Location	Project Description	Doc. Type	VTA Comment Topics
1	City of Gilroy	GI0906	Cherry Orchard Ranch GPA and Residential Development	Construction of 349 manufactured residential units	NOP	TIA report; transportation impacts – access to transit; pedestrian & bicycle access
2	City of Los Altos	LA0901	Community Center Master Plan	Demolition and reconstruction of the Los Altos Community Center	DEIR	Pedestrian access to transit; bicycle parking; turning movement counts; CMP LOS threshold; traffic volumes; trip generation; freeway analysis
3	Town of Los Gatos	LG0902	Town Library	Demolish 6 houses and construct a 30,000 SF library on a 1.86-acre site	DEIR	Bicycle parking; transit analysis
4	Town of Los Gatos	LG0904	Safeway Expansion	Demolition of existing Safeway store, construction of larger 45,600 square foot Safeway store	TIA, IS/MND	Site density & design; bicycle accommodations; bus service
5	City of Milpitas	ML0902	Milpitas Walmart Expansion Project	Addition of ~18,500 SF of building area to an existing Walmart store	DEIR	Bicycle parking; ped. access to transit; bus service; op. conditions & criteria for intersections; freeway analysis; approved & pending developments; impacts & recommendations
6	City of Milpitas	ML0905	Thirteenth Amend. to Milpitas Redev. Project Area No. 1	Addition of 600 acres to Redevelopment Area	NOP	Authorized public infrastructure projects - rail; proposed added area; transportation/traffic
7	City of Mountain View	MV0906	871-891 West Evelyn Avenue Project	Construction of a new 63,129 SF office building above 16,288 SF of subterranean parking	MND (project approved this quarter)	Site density & design; green building features; automobile parking; bicycle & pedestrian accommodations; potential impact of HSR & Caltrain improvements
8	City of Mountain View	MV0907	209-405 W. Evelyn Avenue	Planned Community Permit for 67 residential units	Other	Land use mix & density; site design & proximity to transit; TDM & transit incentives
9	San Benito County	SBC0902	Santana Ranch Specific Plan	1,092 dwelling units and 65,000 SF of commercial/office	NOP	Transportation impacts & VTA CMP; potential transit services; air quality impacts - GHG

Map No.	Lead Agency	CMP ID	Project Name/Location	Project Description	Doc. Type	VTA Comment Topics
10	Santa Clara Valley Water District	SCVWD0902	Permanente Creek Flood Protection	Flood control improvements along Permanente Creek at multiple locations	DEIR	Impacts on bicycle & ped. routes - traffic control plan; US 101 Aux. Lanes Project coordination
11	City of San Jose	SJ0703	Environmental Innovation Center	Construction of new 7,000 SF building and renovation of 46,000 SF warehouse to house a hazardous household waste collection facility, clean tech demo center, and other uses	IS/ND	Relationship of SVRT Corridor (BART extension) project to project site
12a, 12b	City of San Jose	SJ0745	Airport West Stadium and Great Oaks Place	Two components tied together due to funding: a stadium with up to 18,000 seats on 14.5 acres at one location, and between 1,100-1,500 residential units on 7.62 acres at second location	DEIR	Existing transit services; relationship to BART extension project; CMP intersections; trip generation, freeway ramp metering; TDM; auto parking; ped. & bicycle accommodations; site density & land use mix
13	City of San Jose	SJ0824	Ohlone Mixed Use	PD Rezoning to allow up to 800 multi-family residences and 30,000 SF of commercial use on 8.23 acre site	DEIR (GP text amendment approved this quarter)	Description of existing transit services; trip generation & transit; relationship to future WSC LRT station; freeway ramp operations; bicycle and ped. system; automobile parking & TDM
14	City of San Jose	SJ0902	Lincoln-Willow Commercial	41,457 SF mixed-use development (office over retail) on 2.08 acres	TIA	Bus duckout; site density & design; bicycle accommodations
15	City of San Jose	SJ0914	Cornerstone at Japantown	Bus stop improvements associated with 53-unit residential development	Other	Bus stop improvements – location and dimensions
16	City of Santa Clara	SC0805	49ers Stadium Project	Construction of a 68,500 seat football stadium, relocation of an existing electric substation, arrangements for off-site surface parking, and construction of six-story parking garage	DEIR/TIA (EIR certified this quarter; no project approvals yet)	Project location & land use/transp. integration; description of existing transit; transit service, ops. & infrastructure; TMP and transit; transit demand; transit buses & shuttles; light rail; other services; roadway congestion/consistency with VTA CMP; TDM; ped. & bicycle accommodations


PALO ALTO
MOUNTAIN VIEW
LOS ALTOS HILLS
LOS ALTOS
SUNNYVALE
MILPITAS
MORGAN HILL
GILROY
SANTA CLARA
SAN JOSE
CUPERTINO
CAMPBELL
SARATOGA
MONTE SERENO
LOS GATOS
Outside of Santa Clara County
San Benito County
Development Review Projects
October - December 2009
Projects within Santa Clara County
Projects Outside of Santa Clara County
Caltrain
Rapid Bus Line 522
Light Rail
Miles
0 0.5 1 2 3 4
0 1 2 3 4 5

Comments on Selected Projects Reviewed by VTA

VTA Comments Provided during October, November, and December of 2009

January 14, 2010

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Gilroy		GI0906	NOP	11/30/2009	12/23/2009

Cherry Orchard Ranch GPA and Residential Development
459 Bolsa Road north of Carnadero Avenue

Description: Construction of 349 manufactured residential units.

VTA Comments:

Transportation Impact Analysis Report:
VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of the project, a TIA may be required. VTA's current Transportation Impact Analysis Guidelines, dated March 2009, should be used when preparing the TIA. These guidelines include the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways, and may be downloaded from http://www.vta.org/news/vtacmp/0 - Technical Guidelines/.

The NOP (page 21) states that it is not anticipated that the project would add a significant number of trips to U.S. Highway 101. However, VTA recommends including the sample freeway analysis table (Table B-1 in Appendix B of the VTA Transportation Impact Analysis Guidelines) to show that freeway segments have been assessed to determine if freeway analysis is required.

Transportation Impacts - Access to Transit:
The NOP (page 21) states that "the proposed project could result in effects on transit service in the area." VTA's TIA Guidelines require that a TIA Report must include a transit analysis. VTA requests that the TIA & EIR include a thorough analysis of the feasibility of providing transit service to the proposed project, given that the program (affordable senior housing) targets a market that may be amenable to using transit or may be reliant on transit services. VTA has an adopted policy, the Transit Sustainability Policy & Service Design Guidelines (TSP/SDG) that describes the land use conditions that should be present before VTA transit services may be extended to a presently-unserved area. Please be aware that based on the information in the NOP, it appears that the proposed development would not meet the thresholds to justify extending service, and that such an extension is unlikely to be in VTA's short, medium or long-range plans. VTA recommends that the EIR analysis give consideration to alternate means of providing transit service to the proposed development, such as developer-provided service, which could meet the needs of the project's prospective residents.

VTA also suggests that the EIR should include an analysis of the consistency of the proposed project with policies in the City of Gilroy General Plan relating to development and transit access, including the following:

* Strategic Direction on page 3-2 - A Link Between Growth and Resources
* Policy 10.12 - Selection Criteria for Housing Infill Opportunity Sites
* Policy 13.01 - Transit and Development

Transportation Impacts - Pedestrian and Bicycle Access:
VTA's TIA Guidelines require that a TIA Report must include an analysis of bicycle and pedestrian modes. VTA requests that the EIR include a thorough analysis of pedestrian and bicycle circulation within the proposed project, as well as access to services and shopping from the project site. The VTA Community Design & Transportation (CDT) Manual may be a useful reference when considering the pedestrian and bicycle accommodations in the proposed development. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. For more information on CDT Guidelines, please call Robert Swierk of the VTA Congestion Management Agency Division.

VTA also suggests that the EIR include an analysis of the consistency of the proposed project with Gilroy General Plan policies relating to development and pedestrian and bicycle access, including Policy 14.02 - Land Use Planning to Promote Walking and Biking.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Los Altos		LA0901	DEIR	11/4/2009	12/21/2009

Community Center Master Plan
West side of North San Antonio Road, generally between Angela Drive and Hillview Avenue

Description: Demolition and reconstruction of the Los Altos Community Center.

VTA Comments:

Pedestrian Access to Transit:
VTA commends the City for including the proposed pedestrian improvements to the Edith Avenue/San Antonio Road/Main Street intersection. Maintaining and enhancing pedestrian connectivity to bus stops and nearby neighborhoods is important to supporting transit use and promoting walking and bicycling to the project site. VTA also provides direct bus service to the southern portion of the Community Center site near the corner of Hillview & San Antonio Road. This stop is accessible from the project site by an unsignalized crosswalk which provides direct access to the proposed locations for the swimming pool and sports fields. One of the goals outlined in the City's Master Plan is to "specifically enhance programs for seniors and youth," groups who may be more likely to use transit to reach the project site. Given the proximity of the bus stop at Hillview & San Antonio to new uses such as the proposed swimming pool, VTA urges the City to explore similar pedestrian enhancements to this crosswalk to improve safety and access from the bus stop to the project site.

Bicycle Parking:
VTA supports bicycling as an important transportation mode and is pleased to see that bicycle parking will be included as part of the project. However, VTA requests that bicycle parking quantities and locations be specified. Due to the project's size and multiple facilities (similar to a campus-type development), VTA recommends conveniently located bicycle parking near each building to accommodate both visitors and employees traveling to the site and between the individual buildings. VTA also recommends that the City consider a mix of bicycle lockers for long-term parking and bicycle racks for short-term parking. Please refer to VTA's Bicycle Technical Guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis of the VTA Congestion Management Agency Division.

Turning Movement Counts:
The Community Center Master Plan (page 2-1) states that turning movements were conducted in March 2009, whereas the Community Pool TIA (page 7) states that turning movement counts were conducted in October/November 2003. Please clarify which date the counts were conducted.

CMP Level of Service Threshold:
Please correct the typo on Table 2-1 page 2-2 of the master plan traffic study where the average control delay for LOS C is stated as 13 seconds/vehicle instead of 23 seconds/vehicle.

Traffic Volumes:
Intersections 3 and 4 on San Antonio Road are very closely spaced and no driveways in between these intersections. Figures 2-2 and 3-2 shows a volume difference of 800 vehicles in the NB direction in the AM peak hour and a difference of 250 in the SB AM peak hour. Please verify these numbers.

Trip Generation Table:
The proposed new area for Community center and City Hall (including Police Station) together generate 120 trips in the AM peak hr and 59 trips in the PM peak hr. However, these trip are not included as part of the analysis. VTA recommends adding a note explaining why the new trips generated were not included as part of the analysis.

Freeway Analysis:
The Traffic Study for the development indicates that the project is expected to add less than one percent of capacity to the freeway segments in the area. However VTA recommends including the analysis as shown in sample freeway analysis table, Appendix B of the VTA Transportation Impact Analysis (TIA) Guidelines. The VTA TIA Guidelines include procedures for the analysis of bicycle facilities, parking, site circulation and pedestrian access and roadways, and may be downloaded from http://www.vta.org/news/vtacmp/0 - Technical Guidelines.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
Town of Los Gatos		LG0902	DEIR	10/22/2009	12/4/2009

Town Library **Description:** Demolish 6 houses and construct a 30,000 SF library on a 1.86-acre site.
Villa Avenue and Fiesta Avenue

VTA Comments:

Bicycle Parking:
VTA commends the project applicant for including short-term bicycle parking as part of the proposed project. As requested on our comment letter on the NOP, VTA suggests that long-term bicycle parking be also considered for added security to serve long-term guests and library staff. In addition, VTA recommends bicycle parking quantities and location be specified in the discussion of bicycle access. VTA's Bicycle Technical Guidelines (BTG) provides guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded

from www.vta.org/news/vtacmp/Bikes <http://www.vta.org/news/vtacmp/Bikes>. For more information on bicycle systems and parking, please contact Michelle DeRobertis of VTA's Congestion Management Agency Division.

4.6 Transportation and Traffic (Transit Analysis):
With the proposed expansion of the library, some new demand on existing transit services should be expected. As such, VTA urges the City to conduct an evaluation of the nearest bus stop to the proposed project (Community Bus Route 49 on Main Street fronting the Civic Center) to consider potential improvements. Currently, the sidewalk along the bus stop area is only 6 feet wide and ADA standards require a minimum sidewalk width of 8 feet for bus stops to ensure accommodation of wheelchair ramp operations. With the close proximity of the bus stop to the proposed project, it is VTA's recommendation to widen the sidewalk area to a minimum of 8 feet wide (the length of the bus stop pad) to bring the bus stop accessibility up to ADA standards and provide the proper accommodation for wheelchair passengers.

The discussion on existing bus service incorrectly refers to all three routes as community bus routes. VTA recommends changing the description to reflect route 76 as Local Route 76 rather than a community bus service.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
Town of Los Gatos		LG0904	TIA, Initial Study/ Mitigated Negative Declaration	11/30/2009	12/7/2009

Safeway Expansion
470 N. Santa Cruz Avenue

Description: Demolition of existing Safeway store, construction of larger 45,600 square foot Safeway store.

VTA Comments:

Site Density and Site Design:
VTA supports the proposed intensification of land use in an established core area with VTA bus service nearby. VTA's Community Design & Transportation (CDT) Manual may be a useful reference when designing this development. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. The CDT Guidelines are available upon request to any agency staff. For more information on the CDT Guidelines, please call Robert Swierk of VTA's Congestion Management Agency Division. VTA would be interested in the opportunity to review the site plans at future planning stages if possible.

Bicycle Accommodations:
The Initial Study/Mitigated Negative Declaration does not appear to address bicycle parking in any way. With the proposed store reconstruction/expansion, some new demand to reach the site by bicycle should be expected. As such, VTA recommends inclusion of conveniently located bicycle parking for the project, both for employees and store patrons. Bicycle parking facilities can include bicycle lockers for long-term parking and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes. For more information

on bicycle systems and parking, please contact Michelle DeRobertis of VTA's Congestion Management Agency Division.

Bus Service:
VTA provides bus service along N. Santa Cruz Boulevard and maintains a bus stop adjacent to the project site. It is unclear from the environmental document if the proposed project will affect the bus stop. We would like to review detailed site plans once they become available. VTA recommends that the bus stop be retained at its existing location.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Milpitas		ML0902	DEIR	11/6/2009	12/23/2009

Milpitas Walmart Expansion Project
Bounded by North McCarthy Boulevard, Ranch Drive, McCarthy Ranch Marketplace

Description: Addition of ~18,500 SF of building area to an existing Walmart store.

VTA Comments:

Bicycle Parking:
VTA supports bicycling as an important transportation mode and is pleased to see that bicycle parking will be included as part of the project. The DEIR states that the project applicant will install "at least one rack" in front of the store; however, given the store's proposed expansion, an expected increase in the number of customers and employees may require more bike parking than the one rack proposed in the DEIR. VTA recommends that the City condition the developer to include a mix of bicycle lockers for long-term parking and bicycle racks for short-term parking, per the quantities recommended in VTA's Bicycle Technical Guidelines. This document may be downloaded from www.vta.org/news/vtacmp/Bikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis of the VTA Congestion Management Agency Division.

Pedestrian Access to Transit:
VTA supports the pedestrian improvements proposed within the development to create a direct path to the store's front entrance. Special attention should be paid to pedestrian connections to the bus stops near the project site, as well as to North McCarthy Boulevard, particularly given the significant new office development planned to the west of the site in the Campus at McCarthy Boulevard. VTA recommends that the project applicant consider creating a clear, well-marked pedestrian path to connect the southeast corner of the store to the sidewalk to the west along North McCarthy Boulevard.

Bus Service:
As mentioned in our comments on the NOP, there is an existing bus stop adjacent to the project on eastbound Ranch Drive, east of McCarthy Boulevard. In order to provide convenient access to transit service, VTA requests the City to condition the developer to provide the following bus stop improvements:

* Bus stop to remain at current area.
* Install a 7' X 20' PCC shelter pad behind the sidewalk/passenger waiting pad with a retaining wall to protect the surrounding landscaping

mound (see attached sample design)

* No trees or landscaping within bus loading area.

Please note that VTA recently approved major service modifications to its existing bus routes. Line 33 which provides service from McCarthy Ranch to the Great Mall/Main Transit Center will be provided by the new Line 47 beginning January 11, 2010. For more details on the new route and other service changes, please visit http://www.vta.org/.

Operating Conditions and Criteria for Intersections:
Page 4, bullet 2 of the Walmart Expansion Draft Traffic Impact Study states that "Exacerbation of unacceptable LOS F operations by increasing critical delay." VTA TIA guidelines page 40 states that the "addition of the project traffic increases the average control delay for critical movements." Please clarify the methodology and rephrase the sentence to match the text in the VTA TIA guidelines. For more information on VTA TIA-related guidelines, please contact Shanthi Ganji of the CMA Division.

Freeway Analysis:
The Traffic Study for the development states that analysis of freeway mainline facilities was not performed for this traffic study due to the proposed project's minimal effect of the freeway system. However VTA recommends including the analysis as shown in sample freeway analysis table, appendix B of the VTA Transportation Impact Analysis (TIA) Guidelines. VTA TIA guidelines include procedures for the analysis of bicycle facilities, parking, site circulation and pedestrian access and roadways, and may be downloaded from www.vta.org/news/vtacmp/Technical Guidelines.

Approved and Pending Developments:
The approved and pending projects in Table 7 of the Walmart Expansion Draft Traffic Impact Study do not include the McCarthy Mixed Use Development. VTA recommends that all approved projects should be listed in the approved trip inventory. It is VTA's understanding that the McCarthy Ranch Mixed Use Development is proposed to develop a 1.08 million square foot office and over 450,000 square foot commercial development, and that this project has been approved by the City Council in June 2009.

Description of Impacts and Recommendations:
There is potential significant impact identified in the Impact #4 Near-Term. Any mitigation measures for automobile impacts should not adversely affect bike or pedestrian access and safety. For example, the following mitigations should be avoided: double right turn lanes, and eliminating or narrowing of existing bicycle facilities and sidewalks.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Milpitas		ML0905	NOP	9/14/2009	10/8/2009

Thirteenth Amendment to Milpitas Redevelopment Project Area No. 1
Both sides of I-680, generally south of SR 237

Description: Addition of 600 acres to Redevelopment Area.

VTA Comments:

Authorized Public Infrastructure Projects (page 12):
Amendment Item 1c of the authorized Public Infrastructure Projects section allows the City to realign or remove railroad tracks within the project area. The Draft EIR should clarify to which tracks the plan is referring and the possible stakeholders.

Proposed Added Area (page 14):
The 5th paragraph mentions that I-880 borders the project area. However, according to the project map on page 9, the added areas border I-680.

Transportation/Traffic (page 53):
Item f in the check list states that the amendment is expected to cause a potentially significant impact due to a conflict with adopted policies, plans, or programs. The Draft EIR should clarify which plans, policies, or programs will be affected.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Mountain View		MV0906	Initial Study/ Mitigated Negative Declaration	10/13/2009	10/27/2009

871-891 West Evelyn Avenue Project
871-891 West Evelyn Avenue

Description: Construction of a new 63,129 SF office building above 16,288 SF of subterranean parking.

VTA Comments:

Site Density and Site Design:
VTA supports the proposed intensification of land use on this important site located in close proximity to a regional transit station in downtown Mountain View, which is designated as a County Core in VTA's countywide Cores, Corridors and Station Areas framework. VTA's Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework shows VTA and local jurisdiction priorities for

supporting concentrated development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara cities and the county.

VTA's Community Design & Transportation (CDT) Manual may be a useful reference when designing this development. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. The CDT Guidelines are available upon request to any agency staff. For more information on the CDT Guidelines, please call Robert Swierk of VTA's Congestion Management Agency Division.

Green Building Features and Site Selection:
VTA commends the applicant for including a number of green building features in the project design and for selecting a site that is conducive to transit use, walking and cycling. The text of the Initial Study (page 4) on Green Building Techniques - Site Selection and Exterior Building Design should note that the project is within walking distance of Caltrain service, as well as light rail and buses.

Automobile Parking:
VTA supports the reduction in automobile parking that is proposed for the project, as shown on page 27 of the Initial Study, consistent with the standards in the Downtown Precise Plan. VTA also supports allowing the applicant the flexibility to meet a portion of the project's automobile parking demand through in-lieu parking fees, consistent with the City's Parking District guidelines. These measures are consistent with the site's extremely close proximity to transit, the pedestrian and bicycle orientation of the neighborhood, and the proximity to retail and services, and will help reduce single-occupant automobile trips to the project site.

Bicycle and Pedestrian Accommodations:
VTA commends the applicant for including bicycle parking in quantities above City and VTA standards, as well as showers for bicycle commuters, in the proposed project. VTA also supports the proposed enhancements to the sidewalks and pedestrian environment surrounding the project site. The applicant may find VTA's Bicycle Technical Guidelines helpful in considering the design and location of bicycle parking facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis of VTA's Congestion Management Agency Division.

Potential Impact of High-Speed Rail and Caltrain Improvements:
The Draft Initial Study/Mitigated Negative Declaration does not appear to mention the California High-Speed Rail Project, which would operate in the Caltrain right-of-way across West Evelyn Avenue from the project site. A program level EIR/EIS has been approved and should be referenced in this project's environmental review. More detailed engineering and environmental studies for this segment of the alignment are underway which will lead to a project level EIR/EIS.

Though engineering and environmental studies are not complete, the definition of High Speed Rail in the program EIR/EIS requires a complete grade-separation of the alignment with Castro Street, the closest grade crossing to this project. The requirement for grade-separating Castro makes it likely there will be major construction activity in this area, perhaps after the office building is built. It also means that the current Caltrain alignment is likely to be either elevated or in a trench in this area and not remain at the same level as it is currently. Therefore, the buildings should be designed with noise mitigation that takes proximity to a high frequency, potentially elevated rail line into account.

The City of Mountain View has also requested that the California High Speed Rail Authority consider a station in Mountain View as a part of the

ongoing engineering and environmental studies. The construction of a station near Castro Street could require an expansion of the current Caltrain right-of-way and also require facilities for access to what would be a regional rail station. This could have an impact on this project that is not yet defined until the station issue is resolved.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Mountain View		MV0907	Other	12/17/2009	12/29/2009

209-405 W. Evelyn Avenue
Southwest corner of W. Evelyn Avenue and Calderon Avenue

Description: Planned Community Permit for 67 residential units.

VTA Comments:

Land Use Mix and Density:
VTA supports the intensification of land uses on this critical site located less than one-quarter mile from a major regional transit center served by Caltrain Baby Bullet and local service, VTA light rail service, VTA bus service, and numerous employer shuttles. However, we believe that the current proposal does not fully take advantage of the potential of this site, which has a unique combination of proximity to transit, proximity to retail and neighborhood services, and a lack of single-family residential neighbors along most of its perimeter. VTA, through its Community Design & Transportation (CDT) Program Manual of Best Practices for Integrating Transportation and Land Use, recommends a minimum residential density of 55 dwelling units/acre within 1/3 mile of a Regional Station Area such as the Mountain View Transit Center. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara County cities and the County. Considering the area's strategic location, VTA suggests that the City and the developer work together to explore opportunities to increase the density of the proposed development.

Site Design & Proximity to Transit:
VTA recommends that the developer advise residents of the new development that there will be a high volume of transit activity in the Mountain View Transit Center area with Caltrain, LRT, buses and in the future high-speed rail using the Caltrain alignment. Thus there may be noise issues and the developer should mitigate with adequate sound proofing. Depending on timing of projects there may be construction of high-speed rail and a Mountain View station parking structure in the vicinity of the proposed development.

Transportation Demand Management & Transit Incentives:
VTA encourages the City to work with the applicant to explore Transportation Demand Management (TDM) measures that would reduce the number of single-occupant vehicle trips generated by the project and provide incentives for project residents to take transit. VTA recommends that the City consider requiring the project applicant to provide VTA Eco Passes or similar discounted transit passes on a continuing basis, as a Condition of Approval of the project. The VTA Residential Eco Pass is a photo ID validated with an annual sticker to provide unlimited rides on VTA Bus and Light Rail seven days a week. VTA sells Eco Passes at a discount to housing developments like condominiums, apartments, townhouses, and neighborhood and community associations. For more information about VTA's Eco Pass program, please contact Angela Sipp of VTA.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
San Benito County		SBC0902	NOP	12/2/2009	12/21/2009

Santana Ranch Specific Plan
East side of Fairview Road, between Hillcrest Road and Sunnyslope Road

Description: 1,092 dwelling units and 65,000 square feet of commercial/office.

VTA Comments:

Transportation Impacts and VTA Congestion Management Program:
The Transportation Impact Analysis (TIA) for the EIR should include relevant segments of freeways, interchanges, roadways and intersections in Santa Clara County, including those in VTA's Congestion Management Program (CMP). The freeway segments and intersections to be analyzed should be determined according to the VTA TIA guidelines, and would include those meeting the following thresholds:

* Freeways: If the project is expected to add traffic equal to at least one percent of the freeway segment's capacity.
* Intersections: If the project is expected to add 10 or more peak hour vehicles per lane to any intersection movement.

We request that San Benito County coordinate with VTA to use input data from the VTA county travel demand model in the transportation analysis for the EIR. In addition, VTA requests that San Benito County coordinate with VTA, the Santa Clara County Roads and Airports Department, the City of Gilroy and the City of Morgan Hill in considering potential roadway improvements or mitigation measures in Santa Clara County. The EIR analysis should refer to past efforts including the South County Circulation Study and the Southern Gateway Study, as well as ongoing planning for improvements to Highways 101 and 25 in Santa Clara County.

Transportation Impacts - Potential Transit Services:
The NOP indicates that the EIR discussion "will also address public and alternative transportation facilities potentially impacted by the Project, as well as any new and upgraded facilities proposed by the Project." VTA is pleased to see consideration being given to alternative modes of transportation in the Specific Plan and EIR. We request that the EIR include a thorough analysis of the potential ridership, logistics and impacts (in terms of both cost and operations) of providing transit services to the proposed development, particularly if such services would connect to any VTA facilities in Santa Clara County. While VTA is generally open to accommodating new or expanded transit services operated by another party at VTA facilities, it is important to note that VTA is not in the position to operate or fund such services. Therefore, a plan to fund the services through developer contributions or other sources needs to be identified.

Air Quality Impacts - Greenhouse Gas Emissions/Global Climate Change:
As VTA works with its Member Agencies, the Metropolitan Transportation Commission and other partners to begin to address Greenhouse Gas Emissions and Global Climate Change under the framework of California AB 32 and SB 375, VTA encourages its neighbors to do the same. In this context, VTA requests that the EIR include a thorough analysis of Global Climate Change impacts of the proposed project, including an analysis of emissions from project vehicle trips both within and outside of San Benito County.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
Santa Clara Valley Water District		SCVWD0902	DEIR	10/2/2009	11/13/2009

Permanente Creek Flood Protection
Permanente Creek in Mountain View, Los Altos, Cupertino

Description: Flood control improvements along Permanente Creek at multiple locations.

VTA Comments:

Impacts on Bicycle and Pedestrian Routes & Traffic Control Plan:
The DEIR notes that the planned flood protection measures may have temporary impacts on bicycle and pedestrian routes during construction periods. VTA supports the District's commitment to implement Site-Specific Traffic Control Plans for each portion of the project (as described in Mitigation Measure TT1.1 on DEIR pp. 8-14 and 8-15). These Traffic Control Plans should give consideration to both recreational and commuter users of bicycle and pedestrian facilities when developing detour routes and mitigation measures for the construction periods.

In addition, announcements of any trail or path closures should be posted 30 days in advance and the detour routes should be designed in conformance with the VTA Bicycle Technical Guidelines (BTG) and coordinated with the relevant municipalities. In addition, if an alternate route involves a significant increase in distance or travel time, consideration should be given to allowing bicycles to traverse the site by dismounting as an option to using the detour, as discussed in the BTG. VTA's Bicycle Technical Guidelines may be downloaded from www.vta.org/news/vtacmp/Bikes <http://www.vta.org/news/vtacmp/Bikes>. For more information on the BTG, please contact Michelle DeRobertis of VTA's Congestion Management Agency Division.

U.S. 101 Auxiliary Lanes Project Coordination:

The following specific comments pertain to the relationship of the proposed project to the U.S 101 Auxiliary Lanes Project. VTA and Caltrans are designing this project.

1. AES1.3: Work with key viewer groups to design aesthetic modifications to floodwall design. Any aesthetic modifications to the floodwall design resulting from this mitigation measure should be consistent with US 101 Auxiliary Lane Projects widening of the Permanente Creek Box Culvert and associated wingwall construction. The VTA project will utilize a standard Caltrans design of cast-in-place concrete as detailed in Caltrans Standard Plans for both the box culvert extension and wingwalls.

2. Page 1-5: Issues to be resolved. Construction of the floodwalls that are shown downstream of US 101 will likely extend into the Caltrans right-of-way and may require obtaining an easement and/or encroachment permit.

3. Page 2-3: Required Permits and Approvals. A Caltrans encroachment permit will be required to gain access and construct any floodwall improvements inside Caltrans right-of-way.

4. Page 2-8: Floodwalls downstream of US 101. Have the final design elevations for the top of the floodwalls been determined for both current

improvements and the future additions? This information should be provided to VTA as soon as it is available.
5. Figure 4-2: The FEMA 1% Floodplain doesn't seem to reflect the latest information that VTA was provided from FEMA. Most of the area north of US 101 is in the FEMA 1% floodplain per our information.

6. Page 7-13: Aesthetic design of floodwalls downstream of US 101 should be coordinated with the City of Mountain View pedestrian overcrossing project adjacent to Permanente Creek in this area.

7. Figure 7-9: This figure shows floodwall footing underneath the existing trail. Will this require long term closure of the trail? When will this closure take place?

8. Page 8-12: The concept of constructing the floodwalls one side at a time may be flawed if the City pedestrian overcrossing is in place before floodwall construction is complete. Coordination with the City of Mountain View is suggested.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PP09-138	SJ0703	Initial Study/ Negative Declaration	9/29/2009	11/20/2009

Environmental Innovation Center
1608 Las Plumas Avenue, bordered by Nipper Avenue

Description: Construction of a new 7,000 square foot building and renovation of an existing 46,000 square foot warehouse building to together house a household hazardous waste collection facility, clean technology demonstration center, and other related uses.

VTA Comments:

The City of San Jose Environmental Innovation Center project site was included as part of a construction staging area (CSA) on Las Plumas Avenue in the Silicon Valley Rapid Transit Corridor Draft Environmental Impact Statement (March 2009) and in the tunnel 65% design package for locating a high voltage substation to provide temporary power during tunneling operations from the East Portal. VTA has recently determined that SVRT Project facilities will no longer require use of this property. Guideway, Stations, Tunnel and Systems facilities would not impact the proposed Environmental Innovation Center facility nor its operations. The SVRT project would need to redefine the project CSA.

The proposed SVRT Project substation site is located on the property opposite the City project site, along Nipper Avenue and Las Plumas Avenue. An overhead 115 Kv High Voltage Transmission Feed is planned along the north side of Las Plumas Avenue, in the current location of a 15Kv overhead line, to the PG&E Mabury Substation on King Avenue. This overhead powerline would be in line of sight of the property being developed by the City (see attached Figure 1-33).

The SVRT Project is planned to be constructed in two phases. The first phase would build track guideway, stations and supporting facilities between Mission Boulevard in Fremont to Highway 101 in San Jose by 2018. Construction of the Las Plumas substation site is planned during mid-2014 to mid-2017, with project right-of-way and utility relocation planned during 2010 to 2015. The second phase will be constructed sometime following the year 2018, when funding is identified. Both phases of construction would increase construction traffic along Las Plumas

Avenue, and construction of the High Voltage feed overhead line may require a temporary lane closure, however Las Plumas Avenue would not otherwise be impacted.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC07-098	SJ0745	DEIR	10/9/2009	11/9/2009

Airport West Stadium and Great Oaks Place
Stadium located at the corner of Coleman Avenue & Newhall Drive; Great Oaks Place located at the southwest corner of Monterey Road and Manassas Road

Description: Two distinct components tied together due to funding considerations: a new stadium with up to 18,000 seats on 14.5 acres at one location, and between 1,100 and 1,500 residential units on 76.2 acres at a second location.

VTA Comments:

VTA has reviewed the Draft Environmental Impact Report (DEIR) and the accompanying Transportation Impact Analysis (TIA) for the Airport West Stadium and Great Oaks Place development. While we recognize the reason for analyzing these two developments in a single environmental document, we have organized our comments into two sections for clarity.

Airport West Stadium

Description of Existing Transit Services:
The Existing Transit Service section for the Airport West Stadium (DEIR pp. 87-90) mainly describes weekday peak-hour and midday service parameters, and does not describe weekday evening or weekend services. Given that games at the proposed stadium would primarily occur on weekends and weekday evenings, this section should be modified to address transit service parameters in these periods as well.

In addition, the following specific changes should be made to the descriptions in this section:

* Bus Route 10: Operates from 4:30AM to 11:30PM on weekdays, with 15 minute headways from 6:00AM to 9:00PM and 30 minute headways in the early morning and late evening.
* Limited Bus Route 304: Operates on 30-40 minute headways during weekday periods only.
* Bus Route 32: Operates on 30-60 minute headways on weekdays.
* Bus Route 81: Runs between East San Jose and Cupertino Square.

Relationship to BART Extension Project:
As a general comment, VTA requests additional coordination by City of San Jose Planning staff with VTA for development activities associated with the Airport West Stadium site. VTA's Silicon Valley Rapid Transit (SVRT) project includes a planned BART station on Brokaw Road and a maintenance facility at Newhall Drive. The maintenance facility is located adjacent to the proposed stadium. VTA requests that a number of design, utility, circulation/access, and scheduling issues be coordinated directly between the SVRT project and the City of San Jose. The City should contact Leyla Hedayat of the SVRT Program to discuss future coordination. This additional coordination will help facilitate the exchange of design requirements for both the Airport West Stadium and SVRT projects.

VTA requests coordination of all proposed utilities located in the new public street along the southwestern boundary of the Airport West site, referred to by VTA as the Newhall Drive Extension. This public roadway is assumed to provide primary access to the Newhall Yard main entrance (see Exhibit 1 of this comment letter) at the intersection of roadway Section EE, as shown on the Stadium Project Conceptual Site Plan (see Exhibit C of the Planned Development Rezoning package from January 2009). The capacity and design for utilities planned for the Newhall Yard

and the Airport West Stadium, including stormwater, sanitary sewer, water, and firewater, need to be coordinated with SVRT project staff. Additionally, VTA requests that the developer include a planned 10' utility easement in the relevant Airport West Stadium site plans and sections, located outside Newhall Yard right-of-way and within the Newhall Drive Extension right-of-way (see Exhibit 2 of this comment letter). VTA has currently assumed a 36' wide curb-to-curb street width for the Newhall Drive Extension, and this needs to be confirmed with the City.

The "Future Connection to Brokaw Road" alignment of the Newhall Drive Extension needs to be coordinated between the City of San Jose, the City of Santa Clara and VTA. It has not been determined who will design, own and maintain this future roadway. VTA has assumed this will be completed by others, and is not associated with the SVRT project. This extension of Newhall Drive intersects with Brokaw Road, which will be redesigned as part of the SVRT project, and currently includes a proposed round-a-bout at the intersection.

Transportation Analysis - Year and Extent of Long-Term Analysis:
The TIA includes a long-term cumulative analysis of freeway segment operations for the year 2020, while the Transportation section of the DEIR does not appear to address this analysis. Please clarify whether the long-term cumulative analysis included the BART extension project.

Transportation Analysis - CMP Intersections:
VTA recommends the inclusion of the following CMP intersections in the TIA analysis:

* Trimble Ave./ De La Cruz Blvd.
* I-880 NB/N 1st Street
* I-880 SB/N 1st Street
* I-880 NB/ Bascom Ave.
* I-880 SB/ Bascom Ave.

This recommendation is based on VTA TIA guidelines, which state that a CMP intersection shall be included in a TIA if the proposed development project is expected to add 10 or more peak hour vehicles per lane to any intersection movement.

Transportation Analysis - Trip Generation and Transit:
VTA notes that the trip generation analysis for the Airport West Stadium assumed no use of public transit and no walking trips to the proposed stadium. While we understand that this was chosen as a conservative assumption for the environmental analysis, we note that it is likely that some stadium patrons or employees will take transit to stadium events, due to the proximity of the stadium to VTA Bus Route 10, the Santa Clara Caltrain Station, and the planned Santa Clara BART Station. The Traffic and Parking Management Plan (TPMP) that will be prepared by the project proponent (as described on DEIR pp. 137-141) should include strategies to maximize the use of transit and other alternative modes to the stadium.

While VTA supports the concept of increasing bus service frequency or providing shuttle services to stadium events (as included in MM TRAN 1.3 and MM AIR 1.1 and 3.1), such improvements would need to be funded by the project proponent. VTA requests that the City include the transit improvements in these mitigation measures as conditions of approval of the project. VTA also supports the inclusion of bus stop improvements on Coleman Avenue in front of the stadium site, as noted on DEIR page 125; please refer to our comment letter on the PD

Rezoning for the Airport West Stadium site dated February 17, 2009 for more specific information. The project proponent and the City of San Jose should coordinate with VTA and other relevant agencies early in the project development process regarding transit improvement options.

Transportation Analysis - Freeway Ramp Metering:
The EIR should note that a Ramp Metering Program MOU has been signed between Caltrans and VTA that describes how the ramp meters will be maintained and operated in Santa Clara County, including Highway 101 near the Airport West Stadium site. This project should coordinate with Caltrans and VTA in the development of its TPMP with regards to ramp metering. Please contact David Kobayashi of VTA for any questions on the MOU.

Transportation Demand Management:
VTA supports the inclusion of the Transportation Demand Management (TDM) measures listed on page 142 of the DEIR as mitigation for both freeway traffic and air quality impacts of the stadium project. VTA requests that the City include the TDM measures in MM TRAN 2.1 as conditions of approval of the project.

Automobile Parking:
VTA supports the approach of providing parking for the stadium through shared-use arrangements with other planned uses on the Airport West site. This approach will help maximize the development potential of this important site located close to a number of existing and planned transit services. VTA also supports the proposal (included in MM TRAN 2.1) to charge for parking for stadium events, as a way of encouraging the use of alternative modes of transportation.

Pedestrian and Bicycle Accommodations:
VTA believes that a safe and convenient pedestrian connection between the proposed stadium, the Santa Clara Caltrain Station and the planned BART station will be a critical connection to encourage the use of alternative travel modes to the proposed stadium and the adjacent Airport West development. VTA recommends minimum ten-foot (10') wide sidewalk(s) and City of San Jose standard width on-street bike lanes along the proposed Newhall Drive Extension. We request that the City of San Jose, City of Santa Clara, VTA and the project proponent work together on further study of a grade-separated pedestrian/bicycle crossing across the tracks, taking into account location, safety, aesthetics, and funding considerations.

VTA supports the inclusion of bicycle parking in the Stadium West area, as described on page 125 of the DEIR. However, VTA recommends that a majority of the bicycle parking be located directly at the stadium in high visibility areas adjacent to stadium entrances, rather than being shared with other nearby uses. We also encourage the proponent to provide a temporary area for secure, attended bicycle parking at games and events.

Great Oaks Place

Site Density & Land Use Mix:
VTA supports the concept of intensifying the land uses on the Great Oaks Place development site, to take advantage of its close proximity to the Santa Teresa light rail station as well as Caltrain, bus and shuttle services. This concept is also consistent with the goals of the City's Envision San Jose 2040 General Plan Update process. However, we believe that the development as proposed is not of a sufficient density to fully take advantage of this unique site. This site is designated as a Local 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. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and

was endorsed by all 15 Santa Clara cities and the county. The CDT Manual of Best Practices for Integrating Transportation and Land Use recommends an average density of 45 units/acre and a minimum density of 30 units/acre for Local Station Areas, while the overall density of the proposed development is between 18 and 24 units/acre (DEIR page 20).
In addition, VTA believes that the Great Oaks Place development should include a retail component to provide services for new and existing nearby residents and encourage walking and cycling within the area. We believe that the proposed development with its current density and lack of non-residential uses represents a significant missed opportunity to create truly sustainable, transit-supportive development in South San Jose.

Description of Existing Transit Services:
The following changes should be made to the descriptions in this section (DEIR pp. 102-105):

* Bus Route 68: Operates with 15 minute headways during commute hours.
* Bus Route 805/806 - The IBM/Hitachi Light Rail Shuttle: The IBM Shuttle provides fixed route service between the Silicon Valley Laboratory (SVL), the Almaden Research Center (ARC), the Hellyer Road site, and the Santa Teresa LRT Station and Cottle Road during peak weekday commute hours, from 7:00AM to 10:00AM and 4:00PM to 7:00PM. The Hitachi Shuttle provides fixed route service between the Hitachi Campus and the Santa Teresa LRT Station during peak weekday commute hours, from 6:00AM to 9:15AM and 3:15PM to 6:00PM, with limited service to the Blossom Hill Caltrain Station.
* Light Rail Transit (LRT) Service: Service operates from 4:30AM to 1:30AM on weekdays, and the system serves Milpitas in addition to the other cities listed.
* Caltrain: The system currently carries approximately 39,100 boardings on an average weekday, according to the most recent passenger counts in February 2009. Caltrain only provides weekday peak-hour, peak-direction service (three round trips per day) to the Blossom Hill Station.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC08-061	SJ0824	DEIR	9/1/2009	10/7/2009

Ohlone Mixed Use
Southwest corner of West San Carlos Street and Sunol Street

Description: PD Rezoning from HI Heavy Industrial Zoning District to A(PD) Planned Development Zoning District to allow up to 800 multi-family residences and 30,000 SF of commercial use on an 8.23-acre site.

VTA Comments:

VTA has reviewed the Draft Environmental Impact Report (DEIR) and the accompanying Transportation Impact Analysis (TIA) for this Project at the southwest corner of West San Carlos and Sunol Street which would include up to 800 condominium/apartment and live-work residential units and 30,000 square feet of ground-level retail space on an 8.23 gross acre site. Prior to specifying our comments on the DEIR and TIA, we wish to highlight several facts relevant to our involvement on this Project.

Firstly, VTA is the Congestion Management Agency ("CMA") for Santa Clara County (the "County"). In this capacity, VTA has a statutory role in reviewing and commenting on development proposals that have the potential to impact Congestion Management Program ("CMP") facilities, and a responsibility to foster integrated transportation and land use planning in the County. Secondly, VTA is the transit service provider for the County. In this capacity, we have an interest in reviewing this and other development proposals in the County for their respective compatibilities

with existing and planned transit service and infrastructure. VTA has Board-adopted programs for reviewing development proposals in these roles, which include commenting on site design, transportation and land use integration, compatibility with transit, and pedestrian and bicycle infrastructure.

Finally, VTA is the owner of an extensive portfolio of real estate assets along key transit corridors in the County. In this proprietary capacity, VTA has an interest in promoting transit-oriented development on its assets which generate additional revenue for VTA's many functions. This Project is reflective of these proprietary interests, in that our agency is in contract with the Project applicant for the purchase and sale of VTA's ownership interest in a portion of the Project site. We note that the contractual payment structure for VTA's proprietary interest in the land includes a variable component correlated to the number of units built by the Project applicant such that VTA will receive additional monies if more than 713 units are built on the Project site.

While VTA has many roles on development projects in the County, in this case, VTA, acting in its capacities as a CMA and a transit provider in the County, offers the following comments regarding the DEIR and TIA for this Project:

Description of Transit Services:
The Transportation section of the DEIR (page 150) notes that a Bus Rapid Transit (BRT) line is planned along West San Carlos Street. For consistency with the Bus Rapid Transit Strategic Plan that VTA adopted in spring 2009, the text should note that a BRT line is also planned along The Alameda, Santa Clara Street, and El Camino Real, as an upgrade to the existing 522 Rapid service that currently operates along this corridor. The section on Light Rail Transit (page 151) should note that VTA's light rail system also serves the City of Milpitas, and the section on Heavy Rail Transit (also page 151) should note that Amtrak's Capitol Corridor operates seven days a week.

Transportation Analysis - Project Trip Generation and Transit:
VTA supports the applicant's use of a 9% reduction in trip generation for the residential portion of the Project due to proximity to a Light Rail station. As described on pages 150 and 151 of the DEIR, the Project site is located in an area that is extremely well served by a number of high-frequency transit services, including the Vasona Light Rail line (running at 15-minute headways during commute hours), VTA local bus routes 23 and 22 (both running at 12-minute headways during commute and midday hours), VTA Rapid bus line 522, Caltrain, Capitol Corridor, and ACE. As noted in the DEIR, several other transit services, including two BRT lines and the California High Speed Rail line, are in the planning and design stages and would operate within walking distance of the Project site.

Relationship of Project to Potential Future West San Carlos Light Rail Station:
As page 151 of the DEIR notes, the Final EIS/EIR for the Vasona Corridor LRT project dated March 2000 indicated that VTA proposed to construct an infill LRT Station (San Carlos Street Station) east of the Project site between West San Carlos Street and Auzerais Avenue. It was anticipated that development funding would be required to construct the potential San Carlos Street Station. Such a station does not currently meet the thresholds for construction of a new station established by VTA's Transit Sustainability Policy and Service Design Guidelines, and would require private funding to become feasible. VTA and the City of San José are currently developing a Memorandum of Understanding (MOU) that will outline the required steps and responsibilities to enable the proposed station to be constructed. This MOU is likely to continue the framework of private development contributions that was established with the KB Homes development and extend it to all new development within a radius of the proposed West San Carlos Station.

In assessing the relationship of this Project to the proposed new West San Carlos Station, VTA notes that the Project is projected to cause Significant and Unavoidable Impacts on two freeway segments in the vicinity of the project, and to add additional trips to several City of San José

Protected Intersections in the vicinity of the Project site. The Project's proximity to many existing transit stations and services is expected to reduce its impacts to some extent (as reflected in the 9% trip reduction applied in the TIA), but the proposed West San Carlos Station could further reduce the project's vehicular traffic impacts. Therefore, it is reasonable to expect that this project would make a financial contribution to the construction of the proposed new LRT station. VTA recommends that the City of San José require the applicant to make such a contribution as a condition of approval of the Project. VTA also recommends that any fair-share contribution made by the applicant under the City's Protected Intersection mitigation policy be directed to the proposed new LRT station as well.

Transportation Analysis - Freeway Ramp Operations:
The Project would add 70 AM and 39 PM peak hour trips to two SR 87 on-ramps. The TIA states that a more detailed analysis is required by the City of San José. VTA supports the City requirement to do a detailed analysis of additional traffic at the on-ramps. A Ramp Metering Program MOU has been signed between Caltrans and VTA that describes how the ramp meters will be maintained and operated in Santa Clara County, including these two locations. Please coordinate with Caltrans and VTA on the findings of the detailed analysis. Please contact David Kobayashi of VTA for any questions on the MOU.

Transportation Analysis - Bicycle and Pedestrian System:
VTA notes the discussion of the existing bicycle and pedestrian facilities in the project area, including gaps in sidewalk coverage near the project site, in the DEIR (page 150). VTA supports the applicant's commitment to construct any missing sidewalk between the project site and the existing Diridon Station (page 161), and recommends that the City and the applicant work together to help establish establishing a safe, direct, and attractive pedestrian route between the project site and the Race Street LRT Station as well.

Transportation Analysis - Transportation Demand Management (TDM):
VTA commends the applicant for committing to implement TDM measures with the proposed Project, as described on page 161 of the DEIR. VTA requests that the City of San José require these TDM measures to be included as conditions of approval of the project, and recommends that the list of measures be amended as follows:

* Add transit fare incentives such as Eco Pass and Commuter Checks, provided to all Project residents on a continuing basis
* Include bicycle lockers and bicycle racks for the residential and commercial components of the project, in quantities consistent with VTA's Bicycle Technical Guidelines
* Add showers and clothes lockers for bicycle commuters
* Add spaces for car-sharing vehicles

Automobile Parking and Transportation Demand Management:
The DEIR contains very little information on the plans for automobile parking for the Project, except that the TIA notes that the applicant proposes to meet the City of San José parking standards by working with City staff during the project review process. VTA encourages the City and applicant to work together to arrive at a quantity that takes advantage of the reduction in off-street parking allowed by the City's zoning code for projects located within 2,000 feet of an existing rail station. VTA also encourages the applicant to use the comprehensive Transportation Demand Management (TDM) program for the Project a way of reducing single-occupant trip generation by the project, and potentially as a way of reducing the project parking requirements as allowed by the City's zoning code. Lastly, we encourage the City and applicant work collaboratively to consider and use where possible avant-garde parking design and technologies such as stacked, vertical or automated parking systems. The creative application of these systems could yield mutually beneficial results for the City, applicant and community.

As we have noted in past letters on this project, this development represents a significant opportunity for the applicant, the City and VTA to work

together to promote a transit-oriented development that can help meet the City's housing needs and contribute to the revitalization and sustainability of the Midtown area. This Project also has the potential to embody the principles laid out by our state legislators in the recently enacted California Senate Bill 375. VTA strongly encourages the Project applicant to design the proposed development according to the principles of VTA's Community Design & Transportation ("CDT") Manual of Best Practices for Integrating Transportation and Land Use, as well as VTA's Pedestrian Technical Guidelines and Bicycle Technical Guidelines.

Unquestionably, from many respects, VTA has an interest in seeing this development move forward, in a form that reflects exemplary design principles and maximizes benefits in terms of environmental sustainability and community livability. We hope that our comments help propel the Project towards this goal and look forward to continuing to work together to produce an exemplary transit-oriented development on this important urban infill site.

We would be happy to discuss our comments on this DEIR with you, and look forward to working together with the City as this development progresses through the entitlement process in the coming months. If you have any questions, please do not hesitate to contact me or Robert Swierk of my staff.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose		SJ0902	TIA	9/25/2009	10/19/2009

Lincoln-Willow Commercial
Southeast corner of Lincoln Ave. and Willow St.

Description: 41,457-square foot mixed-use development (office over retail) on 2.08 acres

VTA Comments:

Bus Duckout on Willow Road:
Based on VTA's review of the site design shown at a community meeting, it appears that a 2-foot bus duckout with a 20-foot curb lane is proposed at the bus stop location. VTA standards call for a 22-foot curb lane or bus duckout. Therefore, VTA recommends that a 4-foot duckout be established at this location since the existing curb lane is 18 feet wide and a 4-foot duckout would result in a 22-foot curb lane. In addition, the proposed duck out should not reduced or eliminate the existing bike lane. The bike and pedestrian circulation with the proposed project should be an improvement over existing conditions. VTA also recommends that the bus stop be located as close as possible to the intersection with Lincoln Avenue. VTA supports retaining a standard shelter at this location. A specially designed bus shelter is acceptable to VTA. However, it would be up to the developer to maintain it.

Site Density and Site Design:
VTA supports the proposed intensification of land use in an area with frequent bus service including two local routes immediately serving the site and another within a half-mile radius. VTA's Community Design & Transportation (CDT) Manual may be a useful reference when designing this development. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection

design and parking requirements. The CDT Guidelines are available upon request to any agency staff. For more information on the CDT Guidelines, please call Robert Swierk of VTA's Congestion Management Agency Division. VTA would be interested in the opportunity to review the site plans at the PD Rezoning or PD Permit stage if possible.

Bicycle Accommodations:
VTA notes that the TIA discusses the need to provide bicycle parking facilities on site, but does not provide any specifics. VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the project. Bicycle parking facilities can include bicycle lockers for long-term parking and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis of VTA's Congestion Management Agency Division.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose		SJ0914	Other	10/6/2009	10/8/2009

Cornerstone at Japantown
Southwest corner of 10th Street and Hedding Street

Description: Bus stop improvements associated with a new 53-unit residential development.

VTA Comments:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the bus stop improvements for a 53-unit affordable housing development at the southwest corner of Hedding Street and 10th Street. The bus stop plans were forwarded to us by Oscar Osuna of Charles W. Davidson Company. We have the following comments.

The location and dimensions of the bus stop improvements are acceptable to VTA. However, the photo appears to show an existing 9' X 40' AC passenger waiting pad. For purpose of the bus stop improvements, the passenger waiting pad should be PCC (not AC).

City/County Responses Quarterly Report

Projects Approved in October, November and December of 2009

January 14, 2010

Lead Agency	Agency File #	CMP ID	Type of Document	VTA Comment Date	City/County Response Date	Approval Date
City of Mountain View		MV0906	Initial Study/ Mitigated Negative Declaration	10/27/2009		11/17/2009

871-891 West Evelyn Avenue Project
871-891 West Evelyn Avenue

Description: Construction of a new 63,129 SF office building above 16,288 SF of subterranean parking.

VTA Comments:

Site Density and Site Design:
VTA supports the proposed intensification of land use on this important site located in close proximity to a regional transit station in downtown Mountain View, which is designated as a County Core in VTA's countywide Cores, Corridors and Station Areas framework. VTA's Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework shows VTA and local jurisdiction priorities for supporting concentrated development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara cities and the county.

VTA's Community Design & Transportation (CDT) Manual may be a useful reference when designing this development. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. The CDT Guidelines are available upon request to any agency staff. For more information on the CDT Guidelines, please call Robert Swierk of VTA's Congestion Management Agency Division.

Green Building Features and Site Selection:
VTA commends the applicant for including a number of green building features in the project design and for selecting a site that is conducive to transit use, walking and cycling. The text of the Initial Study (page 4) on Green Building Techniques - Site Selection and Exterior Building Design should note that the project is within walking distance of Caltrain service, as well as light rail and buses.

Automobile Parking:
VTA supports the reduction in automobile parking that is proposed for the project, as shown on page 27 of the Initial Study, consistent with the standards in the Downtown Precise Plan. VTA also supports allowing the applicant the flexibility to meet a portion of the project's automobile parking demand through in-lieu parking fees, consistent with the City's Parking District guidelines. These measures are consistent with the site's extremely close proximity to transit, the pedestrian and bicycle orientation of the neighborhood, and the proximity to retail and services, and will help reduce single-occupant automobile trips to the project site.

Bicycle and Pedestrian Accommodations:
VTA commends the applicant for including bicycle parking in quantities above City and VTA standards, as well as showers for bicycle commuters, in the proposed project. VTA also supports the proposed enhancements to the sidewalks and pedestrian environment surrounding the project site. The applicant may find VTA's Bicycle Technical Guidelines helpful in considering the design and location of bicycle parking facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis of VTA's Congestion Management Agency Division.

Potential Impact of High-Speed Rail and Caltrain Improvements:
The Draft Initial Study/Mitigated Negative Declaration does not appear to mention the California High-Speed Rail Project, which would operate in the Caltrain right-of-way across West Evelyn Avenue from the project site. A program level EIR/EIS has been approved and should be referenced in this project's environmental review. More detailed engineering and environmental studies for this segment of the alignment are underway which will lead to a project level EIR/EIS.

Though engineering and environmental studies are not complete, the definition of High Speed Rail in the program EIR/EIS requires a complete grade-separation of the alignment with Castro Street, the closest grade crossing to this project. The requirement for grade-separating Castro makes it likely there will be major construction activity in this area, perhaps after the office building is built. It also means that the current Caltrain alignment is likely to be either elevated or in a trench in this area and not remain at the same level as it is currently. Therefore, the buildings should be designed with noise mitigation that takes proximity to a high frequency, potentially elevated rail line into account.

City/County Response

*** As this project required only an Initial Study/Mitigated Negative Declaration, the Lead Agency was not required to prepare responses to comments. The project was approved by the Mountain View City Council on November 17, 2009.**

Lead Agency	Agency File #	CMP ID	Type of Document	VTA Comment Date	City/County Response Date	Approval Date
City of Santa Clara	PLN2008-06947/ CEQ2008-01060	SC0805	DEIR/TIA	9/22/2009	11/13/2009	12/8/2009*****

49ers Stadium Project
Southwest corner of Tasman Drive and Centennial Boulevard

Description: Construction of a 68,500 seat football stadium, relocation of an existing electric substation, arrangements for off-site surface parking, and construction of a six-story parking garage.

*** This project is included in this quarter's report because the Santa Clara City Council certified the EIR at it 12/8/2009 meeting, and the FEIR, including Responses to Comments, was issued during the quarter. However, as of January 2010 no approvals for the stadium project itself have been issued by the Council, and the Council has not yet adopted a Statement of Overriding Considerations or Mitigation Monitoring or Reporting Program (MMRP) relating to the EIR.**

VTA Comments:

Cover Letter from Michael Burns, VTA General Manager, to Jennifer Sparacino, City Manager:

VTA has reviewed the Draft Environmental Impact Report (DEIR) and Transportation Impact Analysis (TIA) for the proposed 49ers Stadium in the city of Santa Clara. We have a number of detailed comments on these documents, which are included in the attached memorandum. However, I would like to highlight here the key themes from our review.

First, from a transportation planning perspective we believe that the proposed 49ers stadium project offers an excellent opportunity to build on and make use of the existing transit and roadway network in the Great America Station area. VTA supports policies and projects that target growth around the established transportation cores, corridors, and station areas in Santa Clara County.

Second, we want to acknowledge the cooperation and responsiveness of the 49ers organization and the city of Santa Clara in recent weeks as VTA staff has reviewed the DEIR. We would also like to recognize the 49ers for their thorough attention to transportation matters in the DEIR, TIA, and associated Transportation Management Plan (TMP). We would like to note, however, that the analysis of transit in these documents was not as thorough and will require more in-depth investigation over the coming months. Our detailed comments on the transit analysis and assumptions are included in the attached memorandum, and provided below is a summary of the most salient points:

* The analysis of the potential transit demand from Alameda and Contra Costa counties to the proposed stadium via BART and connecting transit services, including the VTA light rail system, needs to be more fully developed.
* The DEIR and TMP should reflect certain current conditions and constraints on the VTA transit system, in particular the current light rail operating plan in which trains that operate to/from Mountain View past the proposed stadium are limited to two cars in length.
* For VTA to adequately plan light rail service for game day events, the development of a rail operating plan, including a rail simulation of different scenarios, is needed. This analysis would assist in identifying the level of service (frequency/capacity) that can be operated and whether any capital improvements are necessary. Without benefit of this analysis, we cannot now determine what improvements might be needed. Possible improvements could include storage tracks, crossover tracks, substations, signal improvements, station improvements or other similar items. Non-VTA funding would need to be identified to design and construct these improvements. In addition, resources (both staff and consultant assistance) would be needed to develop the operating plan and rail simulation.
* A more complete transportation management plan addressing weekday as well as Sunday events and covering all modes of transportation including VTA light rail and buses is needed. Accordingly, we suggest that a working group be formed, comprised of the 49ers, the city of Santa Clara, VTA, and other agencies, to ensure that all transportation needs–operational, physical improvements and funding–are addressed.
* Game day transit operations will require a significant resource allocation beyond the normal levels for standard Sunday or weekday service. Vehicles, operators, transit field supervisors, security personnel, customer service ambassadors, fare inspectors, and maintenance staff would all need to be added. It is likely that fare revenues received from games and events would not cover VTA's additional operating expenses, and this additional operating funding would need to be provided by third parties.

VTA looks forward to a strong and effective partnership with the City of Santa Clara in the advancement of the proposed stadium project.

Attached Memorandum:

Comment E-1: VTA has reviewed the Draft Environmental Impact Report (DEIR) and Transportation Impact Analysis (TIA) for a 68,500-seat open-air stadium at the southwest corner of Tasman Drive and Centennial Boulevard in the City of Santa Clara. We previously commented on the original NOP for this project in a letter dated September 22, 2008, and on the revised Notice of Preparation (NOP) for this project in a letter dated March 18, 2009. The following is a summary of our comments on the DEIR and TIA for this project.

Project Location and Land Use/Transportation Integration:
VTA supports policies that target growth around the established transportation cores, corridors, and station areas in the County, as described in VTA's Community Design & Transportation (CDT) Program and CDT Manual. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and has been endorsed by all 15 Santa Clara County cities and the County. Intensification of land uses in these areas can promote alternative transportation methods and help reduce vehicle miles traveled. The proposed 49ers stadium project offers an excellent opportunity to build on and make use of the existing transit and roadway network along in the Great America Station area. The stadium can benefit from the existing transportation infrastructure, although it may justify or require additional transportation improvements given the size of the project and highly peaked travel characteristics of its users, as noted below.

Comment E-2: Description of Existing Transit:
The DEIR and the accompanying Transportation Management Plan (TMP) contain a number of out-of-date or inaccurate descriptions of the existing VTA transit routes that serve the project site. Most importantly, the TMP/DEIR does not show the current 2-car train light rail operating from Mountain View past the proposed stadium, through San Jose to the Winchester Station in Campbell. The shorter station platform lengths on the Winchester Line southwest of Diridon Station limit train lengths to 2 cars, not the 3-car trains assumed in the TMP/DEIR. Other VTA comments on the description of Existing Transit Services in the DEIR are listed below:

1. System map (Figure 33 on Page 139): This map should be updated to reflect that the Great America Shuttle no longer operates; the most current version of the VTA system map is dated July 2009.
2. Page 140 - Table 14: Line 60 should be shown with 30 minute headways (not 15 minutes) in the Great America area.
3. Page 140 - Line 55 description: The description should note that Line 55 operates 30 minute headways from 8 a.m. to 7:30 p.m. on Sundays.
4. Page 140 - Line 60 description: The description should note that Line 60 operates every 30 minutes during weekday peak periods in the project area (not 15 minutes).
5. Page 141 - Light Rail Service. There are many out-of-date statements and errors in the description of existing light rail service. We suggest replacing this paragraph with the following description:
   The project area is served by two light rail transit lines, one that serves the project site directly and one that is available via a transfer. The Mountain View - Winchester LRT line operates along the center of Tasman Drive and directly serves the site with the nearest station to the project site at Great America Parkway near the Santa Clara Convention Center (approximately 650 feet from the nearest stadium entrance). This line generally operates every 15 minutes during weekday commute periods and every 30 minutes on weekends. The Alum Rock - Santa Teresa line operates in the center of Highway 87 and North First Street through downtown San Jose and connects with the Mountain View - Winchester line at the Tasman Station. This line generally operates every 15 minutes on weekdays and weekends.
6. Page 141 - Caltrain: This section incorrectly states that the Caltrain shuttle to Mission College Boulevard operates on Sundays, and should be corrected.

Comment E-3: Transit Service, Operations and Infrastructure:
We note that the TMP assumes that approximately 13,000 patrons (out of a sold-out capacity of 68,500 seats) will take public transit to access the stadium. It appears that this assumption is based primarily on the 49ers experience at Candlestick Park, which has considerably fewer transit

options than at the proposed site, supplemented by information from other stadiums in similar settings. This assumption about public transit usage is applied to the total trip generation of the stadium in the TIA, and is built into the discussion of transportation impacts and mitigation measures in the DEIR.

Based on the assumptions in the TMP, a number of which may require further verification, this transit mode split assumption appears reasonable; however further analysis should be done to better determine a mode share specific to the unique conditions in Santa Clara County. In addition, it is likely that a number of conditions would need to be met in terms of transit service and operations for this transit mode split to be achieved. It is also possible that certain infrastructure improvements would be needed to make the required transit service and operations possible.

Comment E-4: The following are VTA's comments regarding transit service, operations and infrastructure based on our review of the DEIR and TMP. They are divided into several sections as noted below.

Transportation Management Plan and Transit:

1. The Draft TMP, dated July 13, 2009, has been developed at very general level and is more a collection of possible transit options than a plan that could be directly implemented. VTA would like to coordinate with the City of Santa Clara, the 49ers and other transit operators to develop a complete transit plan for game days and other events.
2. VTA suggests that the 49ers and the City of Santa Clara continue to develop a complete transportation management plan. Given the projected time frame for opening the stadium, there is time to complete this task. However, it would be best to start the process now to ensure that all needs - operational, physical improvements and funding - are addressed.
3. The HP Pavilion management instituted an Arena Events Operations Committee (AEOC), which included representatives from VTA and the city of San Jose, to assist with developing their transportation plan, and this group continues to meet to address event-specific needs. VTA suggests that a similar group be developed for the proposed 49ers stadium in Santa Clara. One very helpful aspect of the AEOC is that it includes the traffic management personnel from the city of San Jose, including both traffic engineering and police representatives who would handle the game day traffic and parking management.

Comment E-5:

4. VTA requests that the transportation management plan address weekday night games and other events, in addition to Sunday afternoon games (which are the focus of the current draft TMP). We assume that the 49ers would like to schedule Monday or Thursday night games and VTA will need to plan accordingly. The day of the week will have significant implications for the transit plan as the weekday night games/events will typically occur within VTA's normal weekday PM peak commute period. Our ability to provide sufficient resources, both personnel and vehicles, is a concern on weekdays. The impact of changing our operations to accommodate a weeknight game while still providing our normal transit services has not yet been determined. This will require further analysis, which may include studying how transit systems have handled this in other NFL cities. In addition, the transportation management plan will need to provide further information on how each street in the stadium vicinity would be impacted, so that VTA can develop or modify bus routes and determine the impact on our light rail operation.

Comment E-6: Transit Demand:

1. Based on VTA's review of the TMP and DEIR, it appears that the transit analysis did not consider the potential demand from Alameda and Contra Costa counties to the proposed stadium via BART and connecting transit services. VTA expects that this demand would be significant in the opening year, from either the existing Fremont Station or the new Warm Springs Station, and would increase further in 2018 with the opening of the Milpitas and Berryessa Stations. This flow of ridership from BART could place an additional strain on the VTA light rail system from the east, which is not addressed in the TMP and DEIR. Further analysis of demand from BART to the east of the stadium will be required. For this analysis to be most useful, it should cover both the opening year scenario (from Fremont or Warm Springs Station) and the

2018 scenario (from the Milpitas Station).

Comment E-7: Transit Buses and Shuttles:

1. VTA needs to more closely review FTA regulations that prohibit public transit operators from providing "charters" to sporting events under certain situations. While we have stopped operating this type of service to Candlestick, there may be some other available options for the new stadium since the games are now in our regular service area. More study is needed on this issue to determine what VTA can provide and what service private carriers would operate.
2. Further study on specific routes to games is needed, including how many vehicles would be required to provide the service and where the routes would originate. Automobile parking at the origin will need to be identified, either at current VTA park-and-ride lots or at other locations.
3. More detail is needed on how the bus parking on Stars & Stripes Boulevard would operate and how many vehicles this location could accommodate. This location is of particular concern as it is the busiest station on the Altamont Commute Express (ACE) line. VTA as well as private companies provide numerous shuttles to this location bringing passengers from employment sites throughout Santa Clara County. Those shuttles will need access to the station during games on weekdays.
4. Many transit passengers currently use the parking lot adjacent to the Great America ACE Station. This lot along with the extension of Stars & Stripes was funded, constructed and made available to ACE and Capitol Corridor passengers as part of a cooperative agreement with the City of Santa Clara. These rail passengers need to continue to have access to this parking. Typically this is overnight parking, where the passengers leave vehicles to be used after getting off the train in the morning and returning to the station in the afternoon. This constraint needs to be taken into account in the transportation management plan.
5. As noted above, further study of bus and shuttle circulation and related operating needs is required. This may lead to the identification of physical improvements necessary to support bus and shuttle operations. They could include bus bays, passenger amenities, wayfinding signage, and real-time information; all of these could be organized into a centralized transit center near the stadium site.

Comment E-8: Light Rail:

1. As noted above, the TMP/DEIR does not show the current rail operating plan that uses 2 car trains to operate from Mountain View past the proposed stadium and onto the Winchester Station in Campbell. Due to shorter station lengths in Campbell, trains are restricted to 2 car trains, not the 3 car trains included in the TMP. The TMP/DEIR further assumed a load per light rail car of 150 passengers, a condition which may be acceptable for a few trains under game-day crush load conditions but should not be used as an assumption for average loading over a longer period. Given the experience of other systems in carrying departing patrons via transit after stadium events, we believe that the majority of transit passengers will need to be cleared in a 30 to 60 minute window after a game; further analysis of the implications of these demands on light rail vehicle loading will be required for the proposed 49ers stadium.

Comment E-9:

2. A rail operating plan is needed for VTA to adequately plan light rail service during events. VTA has access to a rail simulation program of its current light rail system and different operating scenarios should be tested to determine the best plan to meet the expected ridership demand. The simulation would also assist in identifying if any capital improvements are necessary and what level of service (frequency/capacity) could be operated.
3. As indicated above, the operating plan would also assist in identifying potential infrastructure improvements needed to accommodate the planned passenger demand and rail service. Without the benefit of the analysis, we cannot now ascertain what improvements might be needed. Possible improvements could include storage tracks, crossover tracks, substations, signal improvements, station improvements or other similar items.

Comment E-10:

4. During a recent meeting between representatives of the 49ers, the City of Santa Clara, and VTA, two possible improvements were identified by the 49ers. These are (1) fencing the light rail right-of-way in the area of the Great America Station and the stadium and (2) constructing a new game day at-grade pedestrian crossing of the tracks, east of Great America Station, to connect the new parking garage at the golf course to the stadium. These and other improvements must meet VTA design standards, operational policies and be safety certified. The new at-grade pedestrian crossing would be subject to safety review by the California Public Utilities Commission (CPUC). Given the expected use of this crossing, it is likely that the CPUC will require the installation of automatic warning devices such as flashers, bells, and possibly gates. Static signs and pavement makings will also be a requirement. Because of the high level of pedestrian use on game days, and the likelihood of special VTA train service, the effect on VTA's system-wide schedules must also be taken into consideration.
5. VTA encourages the applicant and the City to consider the full breadth of alternatives to a new pedestrian grade crossing (which might meet significant opposition from the CPUC). This could include improvements to the existing grade-separated pedestrian crossing under Tasman Drive (along San Tomas Aquino Creek) to make it as attractive and accessible as possible, or potentially the construction of a pedestrian bridge across Tasman Drive. (Note comments on Pedestrian and Bicycle Accommodations below.)
6. Passenger access to Great America Station, including the possibility of using Tasman Drive for passenger queuing (as proposed in the TMP) also needs further review. Both physical improvements and operational strategies need to be explored to determine how this could work effectively and safely, and to avoid excessively long train dwell times that could impact service reliability.

Comment E-11:

7. VTA would also need to be involved in the City's plans to monitor and adjust traffic signal timing before and after games as necessary. Impacts on our light rail signal priority and on transit service in general is a concern especially with the frequent service that would be needed on game days. The TMP states that manual overrides of traffic signals and/or transit signal priority will be required to achieve the required headways on the light rail system to serve stadium events. While transit signal priority is already in place along significant portions of the light rail system in the vicinity of the project site, it is not in place in all areas. Further analysis of intersection operations including increased light rail frequencies and vehicular traffic, as well as coordination with VTA, local municipalities, and Santa Clara County will be necessary.

Comment E-12:

8. VTA would require a significant resource allocation for game day/special event operations. Additional vehicles, operators, transit field supervisors, security personnel, customer service ambassadors, fare inspectors, and maintenance staff would be needed. It is likely that fare revenues received from games and events would not cover our additional expenses, and this additional operating funding would need to be provided by third parties.

Comment E-13: Other Transit Services:

1. VTA is a partner, through formal agreements, with the Capitol Corridor, Caltrain and ACE. As mentioned earlier, the initiation of a transportation working group would be helpful for all involved.

Comment E-14:

2. The TMP includes an assumption that 3,000 patrons would take Caltrain to reach the stadium. While the TMP discusses three possible ways of allowing these patrons to reach the stadium (since Caltrain trains currently do not serve the stadium area), each of these discussions is problematic. For direct service, trains would need to make a reverse move near Diridon Station and travel on the UPRR tracks to the station area; such a move is likely to take long enough that it will make this trip unattractive in terms of travel time. A transfer from Lawrence Station to shuttle buses is possible, but Lawrence Station has far too little space to accommodate the shuttle buses to carry these passengers. It is more likely that patrons would transfer to the VTA light rail system at Mountain View; however, the transit analysis in the TMP does not account

for these additional 3,000 patrons on VTA light rail, which would place a significant additional strain on the system. Further analysis of how patrons would reach the proposed stadium from Caltrain is required, including coordination with VTA and Caltrain staff.

Given the limited information in the DEIR, TMP and TIA about transit, it is difficult for VTA to confirm how transit would serve the proposed stadium. However, we believe that it should be possible through close coordination and further study to address these issues as the project progresses through the development process. Identification of the specific transit service, operations, and infrastructure requirements to serve the proposed stadium adequately will require considerable analysis and coordination between the project applicant, the City of Santa Clara, VTA, and other agencies.

Comment E-15: Roadway Congestion/Consistency with the VTA Congestion Management Program:
Based on our review of the TIA, TMP, and DEIR, VTA has the following comments on congestion-related impacts of the project and the project's consistency with the VTA Congestion Management Program (CMP).

1. It appears that the TMP primarily covers Sunday game conditions, while the TIA and DEIR address both Sunday and weekday game conditions. While we understand the rationale for assuming a worst-case scenario in terms of roadway congestion for the CEQA analysis, we believe it will be very important to develop a thorough management plan for weekday conditions as well, covering both pre-game and post-game periods. VTA encourages the project applicant to develop such a plan, in coordination with the City, VTA, and other agencies as the project moves through the development process.

Comment E-16:

2. The DEIR notes (on pages xi and xii) that the project would cause Significant and Unavoidable Impacts in terms of roadway congestion on 2 CMP intersections during at least one weekend study period on up to 20 NFL event days per year. It also notes that for a maximum of four times per year (depending on whether one team or two plays at the stadium) the project would exceed the adopted LOS threshold on all 16 directional freeway segments and one HOV lane during at least one of the weekday study periods.

The DEIR then states that the project does not propose to implement any physical improvements to mitigate roadway congestion impacts, and the TIA notes (on page 170) that "the infrequency of occurrence... does not justify the implementation of costly physical improvements." While VTA agrees that significant but very infrequent impacts are not necessarily inconsistent with the Congestion Management Program, we recommend that the applicant work with VTA, the City, and Caltrans to identify possible measures that could lessen the project's impacts on roadway facilities, and conduct an analysis of a possible fair-share contribution to these improvement measures. In addition, we encourage the City to require the project applicant to implement measures from the Immediate Implementation Action List in the VTA TIA Guidelines to minimize roadway congestion impacts. Further discussion of immediate actions such as Transportation Demand Management programs is included in the next section.

Comment E-17:

3. The first bullet on page 85 of the TIA states that the stadium will include a traffic control center that will be connected and integrated into the City of Santa Clara's existing electronic traffic control system. VTA recommends that that the traffic control system for the stadium include the installation of CCTV cameras at nearby intersections to allow real-time monitoring of vehicular traffic as well as light rail vehicles, transit and charter buses, and pedestrians.

Comment E-18:

4. The last paragraph on page 76 of the TIA states that all employees utilizing private vehicles will be required to park in locations east of Lafayette Street and along Tasman Drive. Currently parking is not allowed along on Lafayette Street and Tasman Drive in the project area.

The documents should clarify where on Lafayette Street and Tasman Drive the employees would park, and how additional on-street parking may impact vehicular movement or transit operations.

Comment E-19: Transportation Demand Management:
VTA urges large employers and large trip generators to implement transportation demand management (TDM) programs in order to reduce the number of single occupant vehicle trips they generate. In particular, VTA encourages the project applicant to provide incentives for patrons and employees to take public transit to stadium events, as part of the TDM program described on page 230 of the DEIR. VTA encourages the applicant to consider offering season ticket holders the option to either purchase reserved parking spaces or buy transit passes to the games. Pre-purchasing season or game-specific transit passes would provide for easier, quicker boarding of transit vehicles and also provides VTA with information on transit demand. VTA has coordinated with the 49ers in the past to provide season ticket holders with information on how to purchase transit passes to the games, when VTA did provide direct bus service from Santa Clara County to Candlestick Park.

In addition, VTA supports the inclusion of a small component of ground floor commercial space in the stadium, as described on page 12 of the DEIR. This space could potentially accommodate a restaurant or retail use that could serve employees at nearby office buildings, visitors to the Santa Clara Convention Center, or patrons of Great America, making the area more convenient and attractive for pedestrians, transit riders, and cyclists, and reducing the need for single-occupant vehicles for lunchtime trips or errands.

Comment E-20: Pedestrian and Bicycle Accommodations:
VTA encourages the development of pedestrian and bicycle accommodations in order to improve access and connectivity of these important modes. We support the inclusion of the new pedestrian/bicycle bridges across the San Tomas Aquino Creek in the proposed project. We also recommend that the project applicant and the City work together to consider the full breadth of alternatives to a new at-grade pedestrian crossing of the light rail tracks on Tasman Drive near the stadium. This could include making the pedestrian/bicycle crossing under Tasman Drive near the project site as attractive as possible, or possibly constructing a pedestrian bridge across Tasman Drive; both of these improvements would lessen the demand for pedestrians and cyclists to cross Tasman Drive near the stadium around game times. In addition, VTA suggests that the project applicant provide secure, guarded bicycle parking close to the proposed stadium on game days.

City/County Response

* **The following are the City's specific responses to VTA's comments. Master Responses can be found in the FEIR document, available in the City's website.**

Response to Comment E-1: The City of Santa Clara concurs with the policy direction stated. The modal split assumptions for transit in the EIR anticipate a need for changes or increases in operational characteristics of the existing transit systems that serve the area and recognize that physical enhancements to existing transit infrastructure may be required. The City will work in partnership with VTA and the 49ers to understand what if any changes to the transit system may be needed. (See Master Response III.B)

Response to Comment E-2: The Draft Transportation Management Plan and Traffic Impact Analysis were prepared in advance of the EIR's completion. Given the lead time in preparation of a substantial CEQA document, changes in schedules and services over time are inevitable. The information provided above has been incorporated into the proposed text changes for the Final EIR but it is also acknowledged that this information represents a "snapshot in time", does not change the overall analysis or conclusions, and is subject to change in the future.

Preparation of operational programs related to stadium events, both NFL and non-NFL events, will likely expand use of transit system services and resources beyond both normal "current" weekday commute and weekend services. It is expected that special consideration will be required for all

stadium events that might affect weekday commute schedules for VTA and other transit providers.

Response to Comment E-3: As reflected in VTA's comments, the assumptions were based on the best available historic information - the past experience at Candlestick Park. The City of Santa Clara agrees that the broader spectrum of transit choices available in Santa Clara may lead to more transit use at this stadium location than has been the case in the past. The various transit systems in place that serve this site were an important consideration in the site selection process for a new stadium by the team. Both the 49ers organization and the City are committed to working with the various transit service providers to maximize transit use for stadium functions.

Specifically, the City and VTA are working on better defining the service levels and infrastructure necessary to meet the mode split assumptions for the stadium project. The analysis may involve VTA's countywide travel demand model, which is used for short and long-range transportation planning in Santa Clara County as well as the analysis of large projects and capital investments.

Because the stadium project transportation analysis addresses event impacts with not more than 40 significant events per year (not more than 11 percent of the days in a year), it assumes a very limited effect on the peak demand service times of the transit systems, including VTA, that can serve the site. The majority of these 40 events would not affect either the AM or PM peak hour of the weekday commute. Give this, and the time available for transit agencies, the City, and the team/Stadium Authority to fully develop an operational program for transit service before stadium events begin in 2014, minimal physical changes to the existing transit infrastructure are assumed in the TMP, but will be considered in operational planning efforts, including preparation of the TMOP. The City is prepared to begin immediately on this planning effort to evaluate operating systems and physical resources.

Response to Comment E-4: The City of Santa Clara concurs that it is the time to begin filling in specific details and developing a work plan for managing transportation for the stadium in order to be able to maximize transit use after the stadium is operational. City staff is consulting with VTA to start the process of working together to develop a framework for a comprehensive transportation, transit and parking program for stadium events. While primarily focused on event-day operations, such a program can address the full range of needs contemplated by the transportation elements included in the TMP. However, due to the long lead time and inevitable operational changes during this lead time, a complete TMOP cannot be prepared until closer to stadium opening.

Santa Clara also agrees that building on the successes of San Jose's traffic and transit management experience with HP Pavilion, including an operations committee that includes engineering and police representatives, should begin immediately. A new multi-jurisdictional committee that includes staff from adjoining cities, and VTA, working closely with other related transportation authorities, should help formulate the comprehensive event-day program to a high degree prior to opening day of the stadium in 2014, and some form of this operations committee should carry on year-to-year monitoring and enhancement of this program to ensure maximum success over time. The committee would be empowered to make decisions to ensure coordination among all of the affected jurisdictions. See Master Response III.B for further details.

Response to Comment E-5: It is intended that the TMP address all events at the stadium. The TMP prepared for the EIR is broader than will be necessary for an operations plan because it includes all of the available options. The detailed management program for vehicular traffic on public streets is relatively specific, but assumes that all of the leased parking spaces are vacated prior to game time. The TIA, however, took a less constrained approach that presents a "worst case scenario" and assumed that many office employees would work later than agreed to, and traffic entering and exiting the area would be as bad as possible. The TMP would not be as effective under such conditions because traffic would need to be moved from the area as well as into the area as quickly as possible.

It is, however, the City's intention that the operations plan prepared for this area will address in specific detail the elements required to move

employees from the office buildings and game attendees into the parking lots. Through project approval, the City will apply a parking district overlay zone that will establish rules for property owners who wish to participate in the off-site parking program and enjoy parking fee proceeds during any of the significant stadium events. Parking supply participants will need to obtain City approval and will be required to have the agreed upon parking spaces available in a timely manner before the given event begins. The City will also review and monitor the agreements with building owners and tenants in order to ensure that binding commitments are made for use of the parking spaces. The City, Stadium Authority, and 49er organization will work cooperatively within the multi-jurisdictional operations committee to facilitate development of parking limitations in adjoining jurisdictions and management of traffic on streets in those jurisdictions.

As additional information is developed relative to project design and as greater detail is developed about the transportation and transit operations themselves, the viability of weekday games may be dependent upon the development of enhanced weekday schedules within the transportation operations program that can accommodate game-day and other event transit demand while preserving existing weekday commute service. While weekday games are part of the whole NFL experience that is currently proposed for this site, the questions relative to changes in infrastructure and transit operations will need to be resolved prior to stadium opening to ensure smooth operations on weekdays. The basic program of 8-10 games (per team) played on weekends is, however, fundamental to the stadium operations.

Response to Comment E-6: The transportation impacts identified in the DEIR are the impacts considered most likely to occur when the stadium opens, which is estimated to happen in 2014. While the TMP and DEIR did not specifically address the potential for patrons to arrive via BART in the opening year, it did anticipate that a certain number of transit riders would arrive via the VTA system from all directions, including from east of the stadium. The City, Stadium Authority, and the 49ers organization will work with VTA as the stadium project progresses to further refine the transit demand projections and the associated transit operating plan.

The TMP and DEIR do not take into account potential changes in transit demand and service needs when the BART extension to San Jose opens, beginning in 2018. There are likely to be changes in traffic and transit use after BART reaches the South Bay. The City will work with VTA to use the VTA countywide travel demand model to analyze the potential changes in traffic and transit use in this future year, which may factor into the assessment of any infrastructure that may be needed to serve transit demand to the stadium.

The current impact analysis identified a likely scenario in which 4,500 riders are moved via light rail during the hour after a game or other significant event ends. To implement this scenario will require modifications to existing LRT operations, which are assumed to include three-car-trains and very short headways. The City and 49ers will need to work closely with VTA and other transit agencies to develop specific operating plans for game days in order to ensure that any needed improvements are in place prior to opening day of the stadium.

Subsequent changes in the transportation network and transit systems, especially changes such as BART with the potential for increasing transit ridership, will require future modifications to allow stadium attendees to take full advantage of all transit opportunities. It is expected that the ongoing multi-jurisdictional operations committee will address such changes over time.

Response to Comment E-7: While the TMP and the EIR identify generally the bus capacities and movements that would be required to support the stadium, the operational details will be developed prior to opening day of the stadium. The TMP identifies the extensive infrastructure in place near the project site, identifies possible methods for utilizing the available capacity, and also discusses possible modifications to better serve stadium patrons. Other than the fact that the TMP concludes that there are adequate bus parking and loading areas on the streets near the site, and that pedestrian access routes could be available on streets closed for game days, no specific parking and loading analysis has yet been done. Further analysis of parking and loading capacity for transit buses and shuttles is necessary, and the City is committed to working with VTA and other agencies as appropriate to address this issue as the project design progresses and the stadium opening draws closer, to ensure then-current

operations are included. (See Master Response III.B)

As noted in the TMP, a number of transit agencies operate special routes to 49ers games at Candlestick, to maximize use of transit by event attendees (p. 19, TMP). The analysis in the EIR assumes that all of the transit agencies with facilities in or near north Santa Clara (many of which are currently providing services) will also be willing to work with the City to provide transportation to stadium events in the future.

As part of the TMOP, the operations of the ACE lot, including the need for overnight parking and bus queuing will be considered with the queuing and parking needs for charter buses serving stadium patrons. The TMP and EIR identify where those buses are currently assumed to park, based on physical conditions on the ground at the time the Notice of Preparation was circulated for this EIR. Future changes in the area, including changes in transit operations, pending or previously approved development, and other issues may influence bus parking locations, however. The TMOP working group will need to coordinate with VTA, other transportation providers, and private bus operators to minimize conflicts between the movements of buses, shuttles, and passenger vehicles and to ensure that sufficient parking is available, based upon the stadium site design. These plans must be completed and ready to implement prior to opening day of the stadium.

Response to Comment E-8: The TMP does assume 3-car trains, and it does assume "game-day crush load conditions" for a period of approximately one hour after the event ends. This is different than current conditions, but not inconsistent with the types of transit system modifications that are made for NFL stadia and other event venues in other areas. Determinations regarding the viability of 3-car trains on restricted routes and for restricted periods will be made upon further development of VTA operations planning for stadium events.

The proposed text amendments included in this FEIR reflect the City's intention to require the preparation of the TMOP discussed in Master Response III.B, and the City's. It is the City's understanding that finalization of the project's design and operating plans will need to include extensive collaboration with VTA in order to: (I) identify how the LRT system will need to operate and if any capital improvements are needed to meet the assumptions in the EIR, (2) ensure that the system operations fall within the parameters of what would be acceptable to event attendees, and (3) satisfy the City and VTA objectives that stadium users maximize possible use of transit.

Response to Comment E-9: As stated above, the City is prepared to work with VTA in evaluating the demand on the light rail and bus systems and in preparing an analysis of operating conditions needed to support transit ridership as assumed in the EIR, including assessment of design and infrastructure needs of the system at a level necessary to support stadium operations to the satisfaction of VTA and the City.

Response to Comment E-10: All of the final design of improvements or modifications of the transit system would be prepared in close consultation and subject to approval from VTA. The City will explore with VTA the range of possible methods of getting passengers from the parking garage to the stadium and from the stadium to the loading platforms safely and expeditiously. Crossings of the LRT tracks by pedestrians and all safety measures associated with pedestrian movement on Tasman Drive during events will be explored and evaluated to maximize pedestrian safety and transit efficiency. This will include an evaluation of widening and improving the existing grade-separated crossing currently used. A possible pedestrian bridge has not been evaluated in this environmental analysis, but options for study purposes could be considered in the context of all the measures that could be considered in the development of the Transportation Management and Operations Plan. CPUC issues are also addressed in responses to their comment letter (see §III.A. of this FEIR).

Passenger queuing in Tasman Drive is being considered because (and when) the road will be closed to vehicle traffic from the east and west. It is acknowledged that the ultimate solution for staging passenger loading to the LRT trains will be developed in consultation with VTA, based on the need to maximize the efficiencies and minimize interference with train headways.

Response to Comment E-11: Specific plans to modify signal overrides will, as stated, need to be thoroughly coordinated with VTA, Santa Clara and any cities in whose jurisdictions such overrides are implemented. Signal overrides would be evaluated as part of operations planning for the opening of the stadium and as part of ongoing operations enhancements.

Response to Comment E-12: A cost/benefit analysis of expenses/expenditures/costs and the fares likely to be experienced by the anticipated significant increase in ridership farebox revenues could identify what increase in revenues might be expected that could help support changes in transit operations. The City will work with VTA to assist in developing a plan that addresses transit operations at an optimized level, as well as any capital program for which a need is identified for that level of service. Transportation analysis modal splits for transit presented in the TMP assume reliance on existing infrastructure with enhanced services. The City will also work with VTA organization to explore options that could help fund additional transit operating expenses that may be required to reach desired transit service levels.

Response to Comment E-13: The City agrees and will take steps to form such a group as soon as possible. (Please see Master Response III.B. Transportation and Operations Management Plan).

Response to Comment E-14: As stated above, the TMP identifies the extensive transit infrastructure in place near the project site, identifies possible methods for utilizing the available capacity, and also discusses possible modifications to better serve stadium patrons. The TMP acknowledges that some of the elements (such as "Caltrain Passengers transfer to VTA Light Rail at Mountain View" on page 17) would require operating changes which could place an additional ridership demand on the VTA light rail system for those transferring passengers, beyond the 4,500 light rail passengers projected in the TMP. The TMP discussion also identifies that passengers might not like the need for a transfer and associated delays.

The TMP discussion is focused on utilizing existing infrastructure to the maximum extent possible, and identified a range of possible scenarios. Barriers and constraints to some of the use scenarios are identified to the extent they are known. The City agrees that analysis and coordination between the project applicant, the City of Santa Clara, VTA, and other agencies will be necessary to meet the City's commitment to achieving maximum transit use for stadium patrons in order to make use of the unusually efficient and direct transit access this area already enjoys. The formation of the interagency working group (as described in Comment E-13 above) will be of particular importance in achieving the City's and VTA's goals for this project. Please also see Master Response III.B, at the beginning of this section of the FEIR.

Response to Comment E-15: The TMP focuses on the localized methods for managing the vehicular traffic arriving for and departing from stadium events. The EIR, as discussed on page 187, does not assume full implementation of the TMP during the arrival time because full efficiency in managing the incoming traffic cannot be achieved while employees at existing businesses in the area are still leaving the area. The measures identified in the TMP would be required for all significant stadium events, however, as a part of the project approval.

As described in Master Response III.B, the City will be working annually with the 49ers organization and all effected transportation agencies, including VTA and Caltrans, to develop a plan for managing the traffic conditions anticipated each year. The plan will need to reflect the parking agreements completed for that year and any roadway or other infrastructure improvements, transit system modifications, or other physical and/or operating changes implemented within the stadium area.

Response to Comment E-16: The City will require those items on the Immediate Implementation Action List that are appropriate to this project, as part of the TOM program described on page 230 of the DEIR. The analysis in the EIR assumes an average vehicle occupancy rate of 2.7 for event attendees and 1.5 for employees, based on past practice. The proposed text amendments in this FEIR include a list of possible requirements from the Action List that can be applied by the project approvals.

Response to Comment E-17: Development of the traffic control center for the stadium anticipates utilization of devices that will allow real time monitoring of vehicular, transit, and pedestrian traffic, including such things as signal upgrades, communication upgrades, and CCTV installations, as may be available at the time the system is operational, and as upgrades over time. These measures would be coordinated with planning efforts by the multi-jurisdictional operations committee.

Response to Comment E-18: This language is in the TIA. The DEIR states on page 182 that the employees will park east of Lafayette Street, "on properties north and south of Tasman Drive". The intent is that employees would park on private property along Lafayette and Tasman, subject to agreements executed with the relevant property owners.

Response to Comment E-19: Regarding transit passes and incentives, the City agrees that the 49ers could offer a way of purchasing transit passes to games that would make this an attractive option, as well as incentives for patrons to take transit to the stadium. Insofar as there may be high demand for transit ridership for patrons, employees would be encouraged but not required to use transit. The City expects that the 49ers will work with VTA to identify possible transit pass options, such as a special event transit pass that could be purchased on the web. The City will require the 49ers to provide information about transit passes and purchasing options to season ticket holders as a condition of project approval.

The City concurs that the inclusion of commercial space that could serve daytime workers in the area is an incentive for alternative transportation.

Response to Comment E-20: The City will work with VTA in evaluating the alternatives to the track crossing, as well as defining minimum standards for controlling pedestrian movement across at-grade track crossings before, during, and after events. The project will provide permanent bicycle parking. Significant events will be required to set aside additional secured bicycle parking areas sufficient for demand. The specific design of the bicycle parking, both permanent facilities and temporary arrangements during events, will be resolved with final site design and transportation programming. Modification of these facilities will be part of the annual monitoring of the stadium transportation management and operations plan.

Lead Agency	Agency File #	CMP ID	Type of Document	VTA Comment Date	City/County Response Date	Approval Date
City of San Jose	PDC08-061	SJ0824	DEIR	10/7/2009	11/6/2009	12/1/2009*****

Ohlone Mixed-Use
Southwest corner of West San Carlos Street and Sunol Street

Description: PD Rezoning from HI Heavy Industrial Zoning District to A(PD) Planned Development Zoning District to allow up to 800 multi-family residences and 30,000 SF of commercial use on an 8.23-acre site.

*** This project is included in this quarter's report because the San Jose City Council approved the required changes to the text of the Midtown Specific Plan and associated portion of the San Jose 2020 General Plan at its December 1, 2009 meeting.**

VTA Comments:

Comment 7-1: VTA has reviewed the Draft Environmental Impact Report (DEIR) and the accompanying Transportation Impact Analysis (TIA) for this Project at the southwest corner of West San Carlos and Sunol Street which would include up to 800 condominium/apartment and live-work

residential units and 30,000 square feet of ground-level retail space on an 8.23 gross acre site. Prior to specifying our comments on the DEIR and TIA, we wish to highlight several facts relevant to our involvement on this Project.

Firstly, VTA is the Congestion Management Agency ("CMA") for Santa Clara County (the "County"). In this capacity, VTA has a statutory role in reviewing and commenting on development proposals that have the potential to impact Congestion Management Program ("CMP") facilities, and a responsibility to foster integrated transportation and land use planning in the County. Secondly, VTA is the transit service provider for the County. In this capacity, we have an interest in reviewing this and other development proposals in the County for their respective compatibilities with existing and planned transit service and infrastructure. VTA has Board-adopted programs for reviewing development proposals in these roles, which include commenting on site design, transportation and land use integration, compatibility with transit, and pedestrian and bicycle infrastructure.

Finally, VTA is the owner of an extensive portfolio of real estate assets along key transit corridors in the County. In this proprietary capacity, VTA has an interest in promoting transit-oriented development on its assets which generate additional revenue for VTA's many functions. This Project is reflective of these proprietary interests, in that our agency is in contract with the Project applicant for the purchase and sale of VTA's ownership interest in a portion of the Project site. We note that the contractual payment structure for VTA's proprietary interest in the land includes a variable component correlated to the number of units built by the Project applicant such that VTA will receive additional monies if more than 713 units are built on the Project site.

While VTA has many roles on development projects in the County, in this case, VTA, acting in its capacities as a CMA and a transit provider in the County, offers the following comments regarding the DEIR and TIA for this Project:

Comment 7-2: Description of Transit Services:
The Transportation section of the DEIR (page 150) notes that a Bus Rapid Transit (BRT) line is planned along West San Carlos Street. For consistency with the Bus Rapid Transit Strategic Plan that VTA adopted in spring 2009, the text should note that a BRT line is also planned along The Alameda, Santa Clara Street, and El Camino Real, as an upgrade to the existing 522 Rapid service that currently operates along this corridor. The section on Light Rail Transit (page 151) should note that VTA's light rail system also serves the City of Milpitas, and the section on Heavy Rail Transit (also page 151) should note that Amtrak's Capitol Corridor operates seven days a week.

Comment 7-3: Transportation Analysis - Project Trip Generation and Transit:
VTA supports the applicant's use of a 9% reduction in trip generation for the residential portion of the Project due to proximity to a Light Rail station. As described on pages 150 and 151 of the DEIR, the Project site is located in an area that is extremely well served by a number of high-frequency transit services, including the Vasona Light Rail line (running at 15-minute headways during commute hours), VTA local bus routes 23 and 22 (both running at 12-minute headways during commute and midday hours), VTA Rapid bus line 522, Caltrain, Capitol Corridor, and ACE. As noted in the DEIR, several other transit services, including two BRT lines and the California High Speed Rail line, are in the planning and design stages and would operate within walking distance of the Project site.

Comment 7-4: Relationship of Project to Potential Future West San Carlos Light Rail Station:
As page 151 of the DEIR notes, the Final EIS/EIR for the Vasona Corridor LRT project dated March 2000 indicated that VTA proposed to construct an infill LRT Station (San Carlos Street Station) east of the Project site between West San Carlos Street and Auzerais Avenue. It was anticipated that development funding would be required to construct the potential San Carlos Street Station. Such a station does not currently meet the thresholds for construction of a new station established by VTA's Transit Sustainability Policy and Service Design Guidelines, and would require private funding to become feasible. VTA and the City of San José are currently developing a Memorandum of Understanding (MOU) that

will outline the required steps and responsibilities to enable the proposed station to be constructed. This MOU is likely to continue the framework of private development contributions that was established with the KB Homes development and extend it to all new development within a radius of the proposed West San Carlos Station.

Comment 7-5: In assessing the relationship of this Project to the proposed new West San Carlos Station, VTA notes that the Project is projected to cause Significant and Unavoidable Impacts on two freeway segments in the vicinity of the project, and to add additional trips to several City of San José Protected Intersections in the vicinity of the Project site. The Project's proximity to many existing transit stations and services is expected to reduce its impacts to some extent (as reflected in the 9% trip reduction applied in the TIA), but the proposed West San Carlos Station could further reduce the project's vehicular traffic impacts. Therefore, it is reasonable to expect that this project would make a financial contribution to the construction of the proposed new LRT station. VTA recommends that the City of San José require the applicant to make such a contribution as a condition of approval of the Project. VTA also recommends that any fair-share contribution made by the applicant under the City's Protected Intersection mitigation policy be directed to the proposed new LRT station as well.

Comment 7-6: Transportation Analysis - Freeway Ramp Operations:
The Project would add 70 AM and 39 PM peak hour trips to two SR 87 on-ramps. The TIA states that a more detailed analysis is required by the City of San José. VTA supports the City requirement to do a detailed analysis of additional traffic at the on-ramps. A Ramp Metering Program MOU has been signed between Caltrans and VTA that describes how the ramp meters will be maintained and operated in Santa Clara County, including these two locations. Please coordinate with Caltrans and VTA on the findings of the detailed analysis. Please contact David Kobayashi of VTA for any questions on the MOU.

Comment 7-7: Transportation Analysis - Bicycle and Pedestrian System:
VTA notes the discussion of the existing bicycle and pedestrian facilities in the project area, including gaps in sidewalk coverage near the project site, in the DEIR (page 150). VTA supports the applicant's commitment to construct any missing sidewalk between the project site and the existing Diridon Station (page 161), and recommends that the City and the applicant work together to help establish establishing a safe, direct, and attractive pedestrian route between the project site and the Race Street LRT Station as well.

Comment 7-8: Transportation Analysis - Transportation Demand Management (TDM):
VTA commends the applicant for committing to implement TDM measures with the proposed Project, as described on page 161 of the DEIR. VTA requests that the City of San José require these TDM measures to be included as conditions of approval of the project, and recommends that the list of measures be amended as follows:

* Add transit fare incentives such as Eco Pass and Commuter Checks, provided to all Project residents on a continuing basis
* Include bicycle lockers and bicycle racks for the residential and commercial components of the project, in quantities consistent with VTA's Bicycle Technical Guidelines
* Add showers and clothes lockers for bicycle commuters
* Add spaces for car-sharing vehicles

Comment 7-9: Automobile Parking and Transportation Demand Management:
The DEIR contains very little information on the plans for automobile parking for the Project, except that the TIA notes that the applicant proposes to meet the City of San José parking standards by working with City staff during the project review process. VTA encourages the City and applicant to work together to arrive at a quantity that takes advantage of the reduction in off-street parking allowed by the City's zoning code for projects located within 2,000 feet of an existing rail station. VTA also encourages the applicant to use the comprehensive Transportation Demand Management (TDM) program for the Project a way of reducing single-occupant trip generation by the project, and potentially as a way of reducing

the project parking requirements as allowed by the City's zoning code. Lastly, we encourage the City and applicant work collaboratively to consider and use where possible avant-garde parking design and technologies such as stacked, vertical or automated parking systems. The creative application of these systems could yield mutually beneficial results for the City, applicant and community.

Comment 7-10: As we have noted in past letters on this project, this development represents a significant opportunity for the applicant, the City and VTA to work together to promote a transit-oriented development that can help meet the City's housing needs and contribute to the revitalization and sustainability of the Midtown area. This Project also has the potential to embody the principles laid out by our state legislators in the recently enacted California Senate Bill 375. VTA strongly encourages the Project applicant to design the proposed development according to the principles of VTA's Community Design & Transportation ("CDT") Manual of Best Practices for Integrating Transportation and Land Use, as well as VTA's Pedestrian Technical Guidelines and Bicycle Technical Guidelines.

Comment 7-11: Unquestionably, from many respects, VTA has an interest in seeing this development move forward, in a form that reflects exemplary design principles and maximizes benefits in terms of environmental sustainability and community livability. We hope that our comments help propel the Project towards this goal and look forward to continuing to work together to produce an exemplary transit-oriented development on this important urban infill site.

We would be happy to discuss our comments on this DEIR with you, and look forward to working together with the City as this development progresses through the entitlement process in the coming months. If you have any questions, please do not hesitate to contact me or Robert Swierk of my staff.

City/County Response:

Response to Comment 7-1: The comments are acknowledged. No response is required.

Response to Comment 7-2: The comments are acknowledged. See Text Amendments to section III. M. Transportation/Traffic.

Response to Comment 7-3: The comment is acknowledged. No response is required.

Response to Comment 7-4: KB Homes has committed to make a financial contribution to this planned station with their KB Monte Vista development. The Ohlone Mixed-Use project will make a contribution and future developments may also make contributions. The City and VTA are currently developing an MOU that will further outline details of the funding strategy as well as construction of the station in a time frame that is consistent with the development of this project. The City shares VTA's desire for a double track station at this location. However, depending upon the funding and the level of development, the City believes an interim single track station would be acceptable and meet the needs of the area.

Response to Comment 7-5: The project will make a contribution to the future LRT station adjacent to the site. The project will be required to construct offsetting improvements to compensate for impacts to a protected intersection. The improvements could include construction of missing sidewalk or LRT station improvements. The policy requires a public outreach process. As defined by the policy, the affected neighborhood, City staff, and the developer will provide the necessary input to determine what those improvements will be.

Response to Comment 7-6: The Transportation Impact Analysis provides an adequate analysis of the addition of the project's traffic to the existing ramps. Therefore, the City will not require the developer to perform more detailed ramp analysis. Any further study would be as a result of a City Capital Improvement Project or other agency project.

Response to Comment 7-7: City staff reviewed the travel pattern during the a.m. and p.m. peak hours, the highest congestion periods during a given day, and concluded that most transit riders will be traveling northbound in the a.m. and southbound in the p.m. peak hour. Because the major job centers in San Jose are located primarily in North San Jose or Downtown, commuters would be more likely to walk north to the Diridon Station, especially when considering the walking environment to the Diridon Station to be primarily residential rather than industrial like that to the Race Street station.

As a result of existing field conditions, it was concluded the existing pedestrian environment to the Race Street station would require extensive resources to bring it up to acceptable City and ADA standards. The frontage normally reserved for sidewalk and other public improvements such as curb, gutter, street trees and street lighting along Auzerais Avenue is currently being used as perpendicular parking for an existing warehouse. If the frontage still belongs to the property owner, the developer will have to acquire the land. If the frontage belongs to the City, the property owners would lose their existing parking and compromise their ability to occupy or lease the building. When properties redevelop, the City, at that time, will require frontage improvements that will conform to City and ADA standards.

On the south side of Auzerais Avenue, the sidewalk is not ADA compliant and contains existing utility poles. This section also is deficient in street trees and street lighting. From there, the most direct access to the Race Street station would be along Lincoln Avenue, which is deficient in street lighting and street trees, and also has utility poles in the sidewalk. Currently, for pedestrians to reach the platform, they can either walk through the parking lot of an existing medical complex adjacent to the tracks or walk to Parkmoor Avenue and Race Street, an additional 1,700 feet. See response No. 10 to Marc Morris comment letter No. 5.

The walking environment to the Diridon Station has sidewalk, street lighting and street trees along nearly all frontages. There may be small frontage, approximately 100 feet along the west side of Sunol Street, north of Pacific Street, that may have damaged or missing sidewalk. The other area where the walking environment could be improved would be the southeast corner of Park Avenue and Sunol Street. There is an existing industrial use that does not have street trees and possibly deficient lighting levels. However, the existing sidewalks are not uplifted and are currently ADA compliant. The existing sidewalk appears too narrow to install tree wells but the lighting levels could be intensified if necessary. At the subsequent Planned Development Permit stage, the City will determine what specific improvements would be appropriate.

Response to Comment 7-8: In the absence of a more definitive project, the "Immediate Actions" portion of the CMP TIA Guidelines includes the standard list. At the subsequent Planned Development Permit stage, the City will review and amend the TDM measures if deemed appropriate.

Response to Comment 7-9: The comments are acknowledged. The project will meet or exceed the City's parking requirements for retail and residential uses: one space per 200 square feet is intended for the retail portion and one space per bedroom is intended for the residential portion, for a total of approximately 1.7 parking spaces per unit. See the response to Brian Ward comment No. 9. Car share programs such as "ZipCar" are being explored, as is the provision of electric outlets for plug-in vehicles. Machine-stacked parking is also an option: however, the economic feasibility of this type of parking is unclear in the current market.

Response to Comment 7-10: The VTA's Community Design & Transportation ("CDT") Manual of Best Practices for Integrating Transportation and Land Use as well as VTA's Pedestrian Technical Guidelines and Bicycle Technical Guidelines will be used in the design of the project.

Response to Comment 7-11: The comment is acknowledged. No response is required.

PROACTIVE QUARTERLY STATUS REPORT
GLOSSARY

A	Agriculture Zoning District
ABAG	Association of Bay Area Governments
ABC	Across Barrier Connections
AC	Acre(s)
ACE	Altamont Commuter Express
A(PD)	Planned Development Zoning District
BART	Bay Area Rapid Transit
BMPs	Best Management Practices
BRT	Bus Rapid Transit
BTG	Bicycle Technical Guidelines
CDT	Community Design & Transportation
CG	Commercial General Zoning District
CI/C	Combined Industrial/Commercial
CMP	Congestion Management Program
CSA	Construction Staging Area
CUP	Conditional Use Permit
CWC	Citizen Watchdog Committee
DASH	Downtown Area Shuttle
DC	Downtown Commercial Zoning District
DEIR	Draft Environmental Impact Report
DSM	Deep Soil Mix
DU/AC	Dwelling Units Per Acre
EIR	Environmental Impact Report
ER	Environmental Review
FAR	Floor Area Ratio
FEIR	Final Environmental Impact Report
FTF	Future Transit Facility
GPA	General Plan Amendment
HDR	High Density Residential
HI	Heavy Industrial
HOV	High-Occupancy Vehicle
HSR	High-Speed Rail
IP	Industrial Park
IS	Initial Study
ITR	Industrial to Residential
ITS	Intelligent Transportation System
LI	Light Industrial
LRT	Light Rail Transit
LU/TD	Land Use/Transportation Diagram
MCR	Monitoring and Conformance Report
MDR	Medium Density Residential
MM	Mitigation Measure
MND	Mitigated Negative Declaration
MTC	Metropolitan Transportation Commission
MVHDR	Multifamily Very High Density Residential
ND	Negative Declaration
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollution Discharge Elimination System
PCC	Portland Concrete Cement
PDR	Planned Development Rezoning
PE	Preliminary Engineering
PPOS	Public Park/Open Space
PTG	Pedestrian Technical Guidelines
PUD	Planned Urban Development
R&D	Research & Development
R-M	Multi-Family Residential Zoning
ROW	Right-Of-Way
RVHD	Residential Very High Density
RZ	Rezoning
SAR	Site and Architectural Review
SCVWD	Santa Clara Valley Water District
SDP	Site Development Permit
SF	Square Foot
SFR	Single Family Residences
SPA	Specific Plan Amendment
SPRR	Southern Pacific Railroad
SVRT	Silicon Valley Rapid Transit
SVRTC	Silicon Valley Rapid Transit Corridor
SWPPP	Storm Water Pollution Prevention Program
TCE	Temporary Construction Easement
TCR	Transit Corridor Residential (20+Dwelling Units/Acre in the City of San Jose)
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
TIA NF	Transportation Impact Analysis Notification Form
TM	Tentative Map
TOD	Transit-Oriented Development
UB	Utility Box
UPRR	Union Pacific Railroad