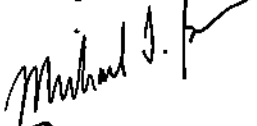



Date: January 25, 2007Committee Meeting Date: February 8, 2007Board Meeting Date: March 1, 2007**BOARD MEMORANDUM**ACTION  DISCUSSION  INFO 

**TO:** Technical Advisory Committee  
Santa Clara Valley Transportation Authority  
Board of Directors

**THROUGH:** Michael T. Burns   
General Manager

**FROM:** Carolyn M. Gono   
Chief Development Officer

**SUBJECT:** Proactive CMP Reviewed and Approved Projects Quarterly Status Report  
October through December 2006

**FOR INFORMATION ONLY**

VTA is involved in two project review processes: 1) review of environmental documents and development proposals as part of VTA's Development Review Program; and 2) review of the Congestion Management Program's (CMP) Transportation Impact Analysis (TIA) reports of proposed projects meeting TIA guideline requirements.

The Proactive CMP Process ("Proactive") integrates these two VTA review processes prior to project development approval by Member Agencies. As part of the Proactive process, VTA produces quarterly reports on land-use approvals (attached) consisting of two elements:

- **Comments on Selected Projects Reviewed by VTA:** A list of the projects reviewed by the Congestion Management Program and Development Review Program with relevant VTA comments.
- **City/County Responses Quarterly Report:** A list of the projects recently approved by Member Agencies with relevant VTA comments and the Member Agency's responses for each project that improve CMP facilities and promote alternative transportation modes.

Both elements of the report include the lead agency and project name, project description and location, and a summary of VTA review comments while the second element of the report includes a listing of the agency's responses to VTA's comments and recommendations. A glossary of abbreviations and acronyms used in the quarterly report (Attachment A) is included to assist the reader.

Prepared by: Samantha Swan, Environmental Planner  
Tyler Newgren, Assistant Environmental Planner

**Comments on Selected Projects Reviewed by VTA**

**October, November, and December of 2006**

*25-Jan-07*

<b>Lead Agency</b>	<b>Agency File #</b>	<b>CMP ID</b>	<b>Type of Document</b>	<b>Document Received</b>	<b>VTA Response Date</b>
<b>City of Gilroy</b>	A/S 05-54	GI0302	MND	11/3/2006	11/17/2006

**Hecker Pass Specific Plan and South Valley Community Church School and Church Project**

**423 acres in west Gilroy, bisected east to west by SR152/Hecker Pass Highway, 3 miles west of 101**

**Description:** Backbone infrastructure and improvements to SR 152 including circulation, grading, storm drainage, sanitary sewer and potable water/recycled water plans. Highway widening to north along 1-mile stretch and creating intersection at Autumn & SR 152.

**VTA Comments:**

TIA Report

VTA's CMP requires a TIA for any project 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 TIA Guidelines should be used when preparing the TIA.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Gilroy	TM 05-01	GI0207	TM & MND	11/2/2006	11/2/2006

**Rancho Hills/Deer Park Subdivision**

**Along Sunrise Drive between Santa Teresa Boulevard and Rancho Hills Drive**

**Description:** TM for subdivision of 71 residential lots on property zoned RH-PUD (residential Hillside), R1-PUD (SFR) & PF (Park Public Facility) PUD.

**VTA Comments:**

VTA provides bus service along Rancho Hills Drive and maintains two bus stops adjacent to the project site. The bus stops should remain at their present location or be relocated along the project site. The bus stops should be shown on the project plans and should have the following improvements:

- 1) A pavement pad.
- 2) A passenger waiting pad in accordance with ADA standards.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Gilroy	A/S 06-20	GI0603	MND	9/25/2006	10/16/2006

**Toyota Relocation**  
**6605 Chestnut Street**

**Description:** Relocation of the Toyota Auto Dealership from 500 Stutz Way to 6605 Chestnut Street with 60,672 SF sales/service building, 1,305 SF new car delivery area, and 2,695 SF roofed front sales area.

**VTA Comments:**

**Freeway Analysis**

Appendix B of Proposed Mitigated Negative Declaration, which includes the TIA, does not include analysis of the freeway system as required by the VTA TIA Guidelines. In addition, VTA recommends using the latest 2005 Monitoring and Conformance Report for freeway analysis. This report summarizes LOS data for freeways and expressways in Santa Clara County.

**Project Intersection LOS Analysis**

The intersection LOS for US 101 SB Ramps and Tenth Street indicate that the intersection is performing at LOS B. This LOS does not appear to reflect the existing traffic operations at the site. Although discussion of observed existing conditions under Page 18 of the TIA discusses traffic congestion in the eastbound direction on Tenth Street, there is no discussion on the traffic congestion experienced on the US 101 SB offramp at Tenth Street.

In addition, the intersection LOS for signalized intersections under Project Condition (Table 9, Page 34 of TIA) indicates that the LOS improves with increased project traffic for the PM peak hour for the following intersections:

- 1) US 101 SB offramp at Tenth Street
- 2) US 101 NB offramp and Pacheco Pass Highway.

Please review the analysis again.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Milpitas	P-SZ1002-11	ML0603	Tentative Map	10/17/2006	11/2/2006

**Aspen Family Apartments**

**1666 S. Main Street, north of Montague Expressway**

**Description:** Construction of 101 family apartments for low and very low income households on a 2.69-acre site.

**VTA Comments:**

The project is located between ¼ and ½ mile from the existing Montague LRT Station and the future BART Milpitas/Montague Station. These two stations constitute a significant regional transit center. The CDT manual calls for residential densities for projects within 1/3 mile from a regional transit center to have a minimum residential density of 60 DU/AC and a maximum density of 80 DU/AC. However, the proposed density is about 38 DU/AC. VTA recommends that the densities referenced in the CDT Manual be followed for this project.

The CDT Manual design recommendations and recommendations concerning pedestrian connectivity to transit should also be followed.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Milpitas	N/A	ML0604	NOP	6/13/2006	12/14/2006

**Warmington Homes Development Project**

**Northwest corner of Montague Expressway and South Main Street**

**Description:** GPA & SPA from IP to RVHD, a rezoning to MVHDR, subdivision map, and SAR.

**VTA Comments:**

**Bicycle Parking**

VTA's BT Guidelines recommend that the proposed project include Class I bicycle parking facilities (locked bicycle sheds) for 123 bicycles and Class II facilities (bicycle racks) for 25 bicycles. The bicycle racks should be located in a visible location either within the entry plaza or within 50 feet of the main public entrances. The BT Guidelines provide additional guidance on estimating supply, siting, and design for bicycle storage facilities.

**Bus Service**

VTA provides bus service along Montague Expressway and South Main Street. A bus stop serving Route 321 and an ACE shuttle is maintained adjacent to the project site on Montague Expressway. VTA requests the following bus stop improvements:

- 1) Bus stop to remain in general area.
- 2) A 10' x 55' PCC bus stop pavement pad or bus duckout.
- 3) A 8' x 40' passenger waiting pad.
- 4) A PCC bus stop pavement pad consistent with VTA Bus Stop Pavement Details.
- 5) A sidewalk with a minimum width of 8 feet for the area adjacent to the bus stop, consistent with ADA bus stop access standards.
- 6) No trees or landscaping within bus loading area.
- 7) Sidewalk access to the bus stop.

VTA provides bus service along South Main Street. A bus stop serving Route 66 is maintained adjacent to the project site on South Main Street, far-side Cedar Way. VTA requests the following bus stop improvements:

- 1) Bus stop to remain at current location.
- 2) 22' curb lane or bus duckout.
- 3) Placing shelter behind sidewalk as there is a fire hydrant in the middle of the bus stop.
- 4) A 10' x 55' PCC bus stop pavement pad.
- 5) No trees or landscaping within bus loading area.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Morgan Hill	SD-06-11	MH0608	N/A	10/10/2006	11/16/2006

**Huntington Square**

**Description:** Residential development of 48 lots on 6.145 AC.

**Southwest corner of Main Avenue and Butterfield Boulevard**

**VTA Comments:**

VTA provides bus service to the project site along East Main Avenue. In order to provide convenient access for transit users, VTA recommends that the City condition the developer to provide the following bus stop improvements for the existing bus stop on East Main Avenue, east of Butterfield Boulevard:

- 1) A bus stop pavement pad.
- 2) A passenger waiting pad per ADA standards.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	H-06-037	SJ0633	Bus Stop	10/2/2006	10/5/2006

**640 Minnesota & 583 Alma**

**Description:** Bus Stop Improvement

**640 Minnesota Avenue & 583 Alma Avenue**

**VTA Comments:**

**Existing Transit Service**

Currently, VTA's bus Line 82 runs on Alma Avenue adjacent to the project site. There is an existing stop on westbound Alma Avenue, just east of Minnesota Avenue, adjacent to the project site.

**Bus Stop Improvements**

To bring the existing bus stop up to current VTA standards, VTA staff recommend that the following bus stop improvements be provided by the project:

- 1) Relocation of the existing bus stop from just east of Minnesota Avenue to just west of Belmont Way. For pedestrian safety, bus stops located on the far sides of intersections are preferred.
- 2) Keep the existing 8-foot sidewalk adjacent to the project site.
- 3) A pavement pad with monolithic curb and gutter consistent with VTA standards.
- 4) Removal of two trees in the bus stop zone.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	GP06-04-02	SJ0603	NOP	9/5/2006	10/16/2006

**Oakland Road Fox Property**

**Southwest corner of East Brokaw Road and Old Oakland Road**

**Description:** GPA request to change LU/TD designation from IP on 24.3 acres, Private Open Space on 5.5 acres w/Mixed Industrial Overlay to Neighborhood/Community Commercial on 6 AC, Private Open Space on 2.5 AC, and HDR (25-50 DU/AC) on 21.3 AC.

**VTA Comments:**

**Future CDT Considerations**

Although it is understood that the GPA is not intended for a specific development project, VTA offers the following comments that should be addressed for any specific developments that may be generated from the proposed GPA action:

Given the proposed density, the potential for place making exists (i.e., combining high-quality design, mixed land uses and pedestrian spaces). Currently, this part of San Jose features few pedestrian amenities, is lacking sidewalks and is dominated by large industrial buildings that are located away from the street. The addition of 854 new households (relative to the current adopted General Plan land use designation as stated on page 3 of the Draft TIA) as proposed to this neighborhood will necessitate the inclusion of retail and restaurants nearby, ideally as part of the project and within walking distance of residents.

VTA suggests that the street layout for the proposed development area follow a grid-type design with multiple entrances. This will allow cars and pedestrians multiple routes to get around and helps orient travelers.

VTA's CDT Guidelines should be used when designing this development. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements.

**Future Analysis of Transportation Impacts for Specific Projects**

VTA's CMP TIA Guidelines provides flexibility for evaluating transportation impacts associated with a long-term general planning effort. For some long-term development projects, the Lead Agency has provided transportation impact analysis consistent with the CMP methodology for a short-term project with the intent of meeting the analysis needs of both the long-term planning effort and the future specific development project. In the case of the Fox Development GPA Draft EIR, the City of San Jose has chosen to apply its "Methodology for Preparing Long Term Traffic Impact Assessments (2005/06)." Please verify that this analysis approach in the GPA Draft EIR means that the City will provide a more detailed TIA complying with CMP methodology once a specific project is identified for this site. Such more detailed analysis will be required for future specific development projects resulting from the proposed GPA action to be in conformance with the CMP.

**Mitigations for Long Range Impacts**

The Draft EIR states that the identified significant but unavoidable impacts may be partially reduced by conformance to City General Plan policies. These policies are generally directed to improvements associated with the local roadway system, local bicycle facilities, pedestrian facilities and the public transit system. These policies do not seem to address impacts to the freeway system (impacts that could also affect local roadway operations in the form of queues from the freeways backing onto the local roadway system). VTA recommends that future developments proposed for the project area make a "fair-share" contribution at least to the funding of systems management improvements for the freeway and adjacent local roadway system.

#### Future Bicycle Facilities Considerations

Although it is understood that the GPA is not intended for a specific development project, VTA offers the following comments that should be addressed for any specific developments that may be generated from the proposed GPA action:

The development area is immediately adjacent to Coyote Creek and the proposed Coyote Creek Trail. This trail is being master planned by City of San Jose Parks and Recreation Department to be a 16-mile long corridor connecting Route 237 and the existing trail between Route 237 and Montague Expressway to the existing county trail to Hellyer Anderson County Park.

Future proposed specific developments should not compromise the optimal future development of this trail as described in the Uniform Interjurisdictional Trail Design Use and Management Guidelines, April 15, 1999. In particular, please see Design Guidelines UD-1.1 on page 11 for siting the dwelling units vis a vis the trail and Figures T-5B and T-18. Public amenities such as water and interpretive signs would be welcomed as described on page 29.

In addition, a bike and pedestrian bridge connecting the proposed development area to the other side of the creek is recommended to maximize non-motorized access and circulation in the neighborhood. Such a bridge would be especially important if the trail is built on the west side of the creek but is recommend for overall non-motorized circulation regardless. Please see Guideline UD -4.1 on Page 24 and Figure T-17.

#### Intersection LOS Calculations

Table 1 of the traffic analysis provided for the DEIR shows traffic level of service LOS analysis for the study intersections based on the standard LOS methodology used in Santa Clara County (using TRAFFIX software). Please provide the TRAFFIX calculation sheets that support the LOS shown in Table 1.

#### Bus Service

If the project moves forward, VTA recommends that the City condition the developer to provide the following improvements for the two bus stops on Old Oakland Road adjacent to the project site:

##### Southbound Old Oakland, south of Brokaw

- 1) Existing bus stop to remain at current location with shelter.
- 2) Install shelter pad at back of sidewalk and relocate shelter.
- 3) Provide 22' curb lane or bus duckout with PCC bus pad per VTA bus duckout standards.
- 4) Provide passenger waiting pad.
- 5) Provide bus pad.
- 6) Provide approved site plan in PDF format showing bus stop improvements.

##### Southbound Old Oakland, south of the first stop on Brokaw (midblock)

- 1) Bus stop to be relocated depending on future access road into development.
- 2) Provide 22' curb lane or bus duckout with PCC bus pad per VTA bus duckout standards.
- 3) Provide passenger waiting pad.
- 4) Provide bus pad, if no duckout.
- 5) Provide approved site plan in PDF format showing bus stop improvements.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	GP05-03-08, C05-126	SJ0554	GPA	10/30/2006	11/9/2006

**Stockton - Santa Clara GPA**

**North side of Stockton Avenue, approximately 300 feet from corner between Stockton Avenue and West Santa Clara Street**

**Description:** GPA request to change the LU/TD designation from C/IC on 1 AC and CG on 0.7 AC to Core Area and RZ from HI to DC on an approximately 1.7 AC site.

**VTA Comments:**

VTA recommends the developer consider development densities for regional cores as identified in the CDT Manual (Appendix D) when designing this project.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC06-121	SJ0551	PDR	11/8/2006	11/17/2006

**McCreery East**

**Description:** PDR from R-1-8 and CG to A(PD) to allow up to 103 SFR on 1.5 AC.

**South side of Alum Rock Avenue, approximately 250 feet easterly of McCreery Avenue (1936 and 1948 Alum Rock Avenue)**

**VTA Comments:**

Because the project site is within walking distance of the future BART station at Alum Rock and is in close proximity to the proposed Sunset Avenue Station on the Downtown East Valley Santa Clara Alum Rock Corridor, VTA recommends a density of 45 DU/AC. Achieving high densities on this site would also be consistent with the special density requirements of the San Jose 2020 General Plan, which identifies this corridor as one of the city's key TOD Corridors.

VTA encourages the City to incorporate the CDT Guidelines as well as the PT Guidelines into the development of this project. These documents provide strategies for more effective planning and design.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	N/A	SJ0623	Bus Stop	6/12/2006	11/9/2006

**Montecito Vista Urban Village**

**Description:** Bus stop improvements.

**2723 Monterey Road, near Umbarger Road**

**VTA Comments:**

- 1) Construct the bus stop pavement pad with the curb and gutter.
- 2) Relocate the existing street light at the bus stop 15 feet in the northerly direction (preferred) or extend the bus stop pavement pad 15 feet southerly.
- 3) Revise the length of the bus stop pavement pad to 75 feet instead of 55 feet to accommodate articulated buses.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC-06-119	SJ0615	TIA	12/4/2006	11/15/2006

**Senter - Wool Creek GPA**

**East side of Senter Road approximately 680 feet south of Wool Creek Drive**

**Description:** Construction of 80,100 SF of neighborhood commercial uses on a 3.62-acre site.

**VTA Comments:**

**TIA Report**

VTA's CMP requires a TIA 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 will be required. VTA's TIA Guidelines should be used when preparing the TIA. These guidelines include the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways.

**Development Design**

VTA's CDT Guidelines should be used when designing this development. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC06-116	SJ0639	PDR	10/30/2006	11/8/2006

**Vista Montana Residential**

**Description:** PDR from IP to A(PD) to allow up to 263 SFR on a 4.2 acre site.

**Southeast corner of Vista Montana and Renaissance Drive**

**VTA Comments:**

**Site Design**

Given the proximity to the Champion LRT Station, VTA commends the density of the proposed project. Additionally, the small setbacks along Renaissance Drive and Vista Montana represent a pedestrian friendly design that facilitates easy access to the street and transit station.

For guidance regarding site design and transportation integration, please consult VTA's CDT Guidelines. This document provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements.

**TIA**

VTA's CMP requires a TIA 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 TIA Guidelines should be used when preparing the TIA. These guidelines include the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways.

**Bicycle Parking**

VTA's BT Guidelines recommend that the proposed project include Class I bicycle parking facilities (locked bicycle sheds) for 88 bicycles and Class II facilities (bicycle racks) for 18 bicycles. The bicycle racks should be located in a visible location either within the entry plaza or within 50 feet of the main public entrances. The BT Guidelines provide additional guidance on estimating supply, siting and design for bicycle storage facilities.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PP06-112	SJ0636	NOP	10/20/2006	11/16/2006

**Los Gatos Creek Trail - Reach 5**

**Along Los Gatos Creek, for an approximately 3/4 mile stretch between Auzerais Avenue and West Santa Clara Street.**

**Description:** Construction of Class 1 paved path with 2 bridge undercrossings, 3 at-grade street crossings, and one at-grade crossing of light rail tracks, wayfinding signage, hardscape improvements at intersections, and landscaping.

**VTA Comments:**

The NOP states that there will be three at-grade crossings of the trail with city streets. Please describe how the vehicular traffic crossing the trail will be controlled, i.e. all the traffic control devices and traffic calming that will be employed, such as but not limited to: speed humps, in roadway flashing lights, stop signs, traffic signals and/or advance warning signs.

If the traffic is not controlled by a traffic signal or stop sign, please address how many adequate gaps there are per hour for trail users to cross the street, during am peak, pm peak, off peak, and weekend peak hours. If there are not enough adequate gaps for trail users to cross, then mitigation should be recommended so that trail users can safely cross the vehicle traffic.

VTA requests the opportunity to review plans for the trail when they are available

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Santa Clara	PLN2006-05758	SC0604	Bus Stop	12/12/2006	12/14/2006

**3625 Pruneridge Avenue**

**Description:** Rezoning for 8 town-homes on a 14,996 SF lot.

**North side of Pruneridge Avenue, 150 feet west of  
Lawrence Expressway**

**VTA Comments:**

VTA provides bus service along Pruneridge Avenue and maintains a bus stop adjacent to the project site. VTA staff approves of the relocation of the bus stop and recommends that the bus stop be provided with the following improvements:

- 1) A bus stop pavement pad consistent with VTA standards.
- 2) An passenger waiting area consistent with ADA guidelines.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Santa Clara	PLN2006-06121	SC0603	Bus Stop	12/8/2006	12/14/2006

**33301 Homestead Road**

**Description:** Conversion of 39 apartment units to condominiums.

**Northwest corner of Homestead Road and Pomeroy Avenue**

**VTA Comments:**

VTA provides bus service along Homestead Road and maintains a bus stop adjacent to the project site. VTA staff recommends that the bus stop be retained at its present location and be provided with the following improvements:

- 1) A bus stop pavement pad consistent with VTA standards.
- 2) If acceptable to the City arborist, remove the tree and the guide-wire adjacent to the bus stop.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Sunnyvale	2005-0573	SU0602	EIR	11/1/2006	12/6/2006

**East Sunnyvale Industrial-to-Residential (ITR) Project**  
**Bounded by Duane Avenue, Stewart Drive, Wolfe Road, and Fair Oaks Park/King's Academy and Rainbow Montessori School**

**Description:** GPA to change land use from Industry to ITR and a rezoning from M-S (Industrial and Service) to Residential for two specific residential development projects on a 130 acre site.

**VTA Comments:**

Bus Service

VTA provides bus service and maintains 7 bus stops along streets that are adjacent to the project site. In order to provide convenient access to transit service, VTA staff recommend that the City provide the following improvements:

1. EB Duane Ave opposite San Luisito Way
  - A) Maintain existing bus stop in general area.
  - B) Provide 22' curb lane.
  - C) Install 10' x 55' PC bus pad.
  - D) Install 8' x 40' passenger waiting pad.
  - E) No trees, treewells or shrubs in bus loading area.
  
2. EB Duane Ave. opposite Santa Paula Ave.
  - A) Maintain existing bus stop in general area.
  - B) Provide 22' curb lane.
  - C) Install 10' x 55' PC bus pad.
  - D) Install 8' x 40' passenger waiting pad.
  - E) No trees, treewells or shrubs in bus loading area.
  
3. EB Duane Ave. on the farside of De Guigne
  - A) Maintain existing bus stop in general area.
  - B) Provide 22' curb lane.
  - C) Install 10' x 55' PC bus pad.
  - D) Install 8' x 40' passenger waiting pad.
  - E) No trees, treewells or shrubs in bus loading area.
  
4. EB Duane Ave. opposite San Simeon
  - A) Maintain existing bus stop in general area.
  - B) Provide 22' curb lane.
  - C) Install 10' x 55' PC bus pad.
  - D) Install 8' x 40' passenger waiting pad.

E) No trees, treewells or shrubs in bus loading area.

5. WB Duane Ave. on the farside of Lawrence Expwy.

A) Maintain existing bus stop in general area.

B) Provide 22' curb lane.

C) Install 10' x 55' PC bus pad.

D) Install 8' x 40' passenger waiting pad.

E) No trees, treewells or shrubs in bus loading area.

6. WB Stewart Dr. 700' Before De Guigne

A) ACE Stop Only.

B) Maintain existing bus stop in general area.

C) Provide 8' x 40' passenger waiting pad.

D) No trees, treewells or shrubs in bus loading area.

7. WB Stewart Dr. opposite Santa Trinta Ave.

A) ACE Stop Only.

B) Maintain existing bus stop in general area.

C) Provide 8' x 40' passenger waiting pad.

D) No trees, treewells or shrubs in bus loading area.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Sunnyvale		SU0001	TIA	8/25/2000	12/19/2006

**Network Appliance (Phase III)**

**Description:** Construction of 640,435 SF office space on a 28 AC site.

**South of Caribbean Drive, west of Crossman Drive, and east of Geneva Drive in Sunnyvale**

**VTA Comments:**

- 1) The bus stop should remain at its present location.
- 2) The bus stop should be improved with a 10' X 50' PCC bus pad in the street.
- 3) In order to allow easier boarding and de-boarding of the bus, no trees or planters should be in the bus stop area.
- 4) Provide an 8' X 40' passenger boarding area, if not already provided.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
<b>Gilroy Unified School District</b>	N/A	GI0402	IS/MND	9/29/2006	10/25/2006

**Christopher High School**

**Southwest corner of Day Road and Santa Teresa Boulevard**

**Description:** Development of a 42.6 AC high school constructed in two phases: phase one will accommodate 900 students in 2009; phase two would provide maximum permanent capacity for 1,800 students in 2016.

**VTA Comments:**

**Development Design**

VTA's CDT Guidelines should be used when designing the Christopher High School development at 850 Day Road. 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.

**Bicycle Parking**

VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking facilities for employees and student use at the proposed Christopher High School development. Bicycle parking facilities can include bicycle lockers for long-term parking and bicycle racks for short-term parking. VTA's BT Guidelines recommends the provision ratios of Class I per 30 employees and 1 spot per 12 students (50% class I and 50% Class II bicycle facilities).

VTA's BT Guidelines provides additional guidance for estimating supply, siting, and design for bicycle parking facilities.

# City/County Responses Quarterly Report

October, November, and December of 2006

Lead Agency	Agency File #	CMP ID#	Type of Document	Document Submittal Date	Approval Date	Received Conditions
City of San Jose	PDC05-048-053	SJ0517	EIR	2/8/2006	5/31/2006	10/25/2006

**Evergreen Visioning Project**

*Bounded by Story Road, Highway 101, Hellyer Avenue, and within the Urban Service Area*

**Description:** Revisions to Evergreen Development Policy; GPA, LU/TD amendments; PDRs; Development of ~542 AC to allow between 3,600 and 5,700 DU, up to 500,000 SF of retail, 75,000 SF of office, & up to 4.66 million SF campus industrial; transportation improvements.

**VTA Comments**

Comments on 3/20/2006

As emphasized in our previous comments on the EEHVS, VTA is deeply concerned that the proposed land use densities at the Arcadia site are insufficient to support a light rail station.

VTA strongly advocates higher land use densities and mixed-use development for this location. These are essential for maximizing future transit investment and addressing the traffic concerns expressed by the neighborhoods.

Based on information provide by City of San Jose staff, VTA assumed that the 3,000 residential units, as suggested earlier, would be developed on the Arcadia site, and thus subsequent ridership estimates were based on this land use assumption. In light of the apparent lack of sufficient density now being proposed, VTA cannot endorse an extension of Light Rail investment to Nieman Boulevard as this weakens the cost-effectiveness of building Light Rail.

The Draft EIR does not explicitly explain the proposed residential densities of the Arcadia site by acreage, thus it is not possible to determine the average density of the residential portion of the site. It is safe to say, however, that even the scenario featuring the greatest residential densities will not come close to VTA's recommendations.

The proposed street layouts, for the most part, feature few entrances that branch into multiple cul-de-sacs. This discourages bicycle and pedestrian trips since residences must retrace circuitous routes to exit and enter their neighborhood. VTA recommends a grid-style layout that provides multiple entry/exit points and ensures that residents have a variety of route choices.

To support this high level of transit investment, the land use and site plans developed for the EEHVS should reflect development densities, intensities and designs that promote the use of these pedestrian, bicycle, and transit improvements. Specific design guidelines, such as the City's Transit Oriented Guidelines and VTA's CDT Program, should be used to maximize the use of the future bicycle, pedestrian and transit investments.

**Impacts on Bicycle, Pedestrian, and Transit Facilities**

The EEVSP Draft EIR should assume light rail operations at 10-minute peak weekday operations as stated in the Capitol Expressway Corridor Final EIR instead of the 15-minute peak headways stated in the Draft EIR on page 143.

**City/County Response**

#### Comment 7-D

The "Comprehensive County Expressway Planning Study" completed in 2003, indicated that the intersections at Capitol Expressway/Story Road, Silver Creek are currently operating at LOS F. The intersections at Ocala Avenue, Quimby Road, Capitol Avenue and Tully Road will reach LOS F in 2025. The existing conditions of LOS of intersections as shown on the EIR are upgraded compared to the Expressway Study done in 2003.

#### Response 7-D

The existing levels of service shown in the Draft EIR are based on traffic counts that were taken in 2004 and 2005, which is after completion of the Expressway Planning Study. For a list of traffic count dates, please see Table 7 in Appendix E of the Draft EIR.

#### Comment 7-E

The assumption that the "area residents presently working outside the area will be working inside area if campus industrial use are constructed" is vague, has no warrant and is speculative. This assumption lowered the number of vehicles and improved the base calculation of LOS. Improvements will attract more commuters and increase the number of vehicles which will worsen the traffic condition.

#### Response 7-E

Based on surveys of workers and the results of origin-destination studies, it is well-known that most workers' first choice is to seek housing in proximity of their job sites. This fact is the reason why most general plans and clean air plans include policies that encourage the construction of housing near employment centers.

#### Comment 8-A

As emphasized in our previous comments on the EEHVS, VTA is deeply concerned that the proposed land use densities at the Arcadia site are insufficient to support a light rail train station. VTA strongly advocates higher land use densities and mixed-use development for this location - these are essential for maximizing future transit investment and addressing the traffic concerns expressed by the neighborhoods.

Arcadia Site: As stated in our earlier comments, the Arcadia site presents an excellent opportunity for community building and to incorporate the principals of TOD, and VTA's CDT Program, which the City of San Jose has endorsed. Through the study of the Capitol Expressway Light Rail extension, VTA staff has been evaluating the issues related to implementing Light Rail Service at Nieman Boulevard, immediately adjacent to the site. The current estimated cost of capital transit improvements at Nieman Boulevard is \$118 million (Y2003 dollars). In addition, the "Nieman Extension" was included in the previous Capitol Expressway Light Rail Extension Preliminary Engineering Study and Environmental approval process with the assumption that the adjacent land use would be developed at high-density with a mixture of uses.

Based on the information provided by City of San Jose staff, VTA assumed that the 3,000 residential units, as suggested earlier, would be developed on the Arcadia site, and thus subsequent ridership estimates were based on this land use assumption. In light of the apparent lack of sufficient density now being proposed, VTA cannot endorse an extension of Light Rail investment to Nieman Boulevard as this weakens the cost-effectiveness of building Light Rail.

#### Response 8-A

The City's General Plan Land Use/Transportation Diagram identifies the Arcadia site as being located along the Capitol Expressway Transit-Oriented Development Corridor where higher intensities of development, including high density residential and mixed use development, is encouraged consistent with the goals and policies of the General Plan.

In the proposed project, the Arcadia site could be developed with a mix of uses primarily consisting of up to 2,025 residential dwelling units, 300,000 square feet of commercial, and park/open space. Other uses that are likely to occur on the site include an up to 40,000 square foot community center and a new public elementary school.

3,000 units on Arcadia originate from a community charrette process and the resulting November 2003 Evergreen-Eastridge Plan. The 3,000 units from the charrette were then used as a starting point for the early plans that were developed for the Evergreen Smart Growth Strategy (ESGS)/Evergreen Visioning Project (EVP). Two years of the community-based ESGS/EVP process and extensive public outreach resulted in a proposed range of development for the Arcadia property that included between 1,500 and 2,025 residential units.

The proposed project, with an approximate average density range of 30 - 40.5 DU/AC, is consistent with the City of San Jose General Plan definition of High Density Residential (25-50 DU/AC).

Although the density under the proposed project remains high, it is less than the density used when VTA assumed 3,000 units would be built on Arcadia. Ultimately it is up to the VTA to make the determination that the proposed project would not provide sufficient density to justify the expense of extending light rail to Nieman Boulevard.

#### Comment 8-B

Density: According to the CDT Manual, land uses around a potential Nieman Light Rail Station would be considered to fall between the local station area and regional station area designations. Accordingly, residential densities within the station area can support have an average of 60 DU/AC and a minimum of 45 DU/AC.

The Draft EIR does not explicitly explain the proposed residential densities of the Arcadia site by acreage, thus it is not possible to determine the average density of the residential portion of the site. It is safe to say, however, that even the scenario featuring the greatest residential densities will not come close to VTA's recommendations.

#### Response 8-B

Taking into consideration the airport safety zone, streets, park/open space, a community center, stand-alone commercial, and a possible new elementary school, a conservative estimate for the net remaining land available for residential purposes is 50 acres. With the proposed unit range of 1,500 to 2,025 units, the approximate average density would be between 30 and 40.5 dwelling units per acre. To provide a compatible edge with the existing adjacent low density single-family development, the western portion of the site could have densities ranging from 12 - 25 DU/AC. The densities for the interior of the site and adjacent to the planned LRT station could range from 25 to 75 or more dwelling units per acre.

According to the CDT manual, the average residential density range recommended for a regional station area is between 35 and 75 dwelling units per acre and between 20 and 45 DU/AC for a local station area. If the Nieman LRT Station would be considered between a regional and local station, the recommended average residential density would be between 27.5 and 60 DU/AC. The proposed Arcadia project, with a range of 1,500 to 2,025 units, would result in an approximate average density of between 30 and 40.5 dwelling units per acre, which falls within the CDT manual's recommended average residential density range.

#### Comment 8-C

Layout: The proposed street layouts, for the most part, feature few entrances that branch into multiple cu-de-sacs. This discourages bicycle and pedestrian trips since residences must retrace circuitous routes to exit and enter their neighborhood. VTA recommends a grid-style layout that provides multiple entry/exit points and ensures that residents have a variety of route choices.

#### Response 8-C

If the EEHVS is approved, the City's review of all final site plans will address this issue. The City requires development to include design and features that promote bicycling and walking. The City has policies that encourage bicycle/pedestrian connections through neighborhoods - especially where such connections provide access to nearby schools, trails, parks, stores, and transit stops.

**Comment 8-D**

**Eastridge Transit Center Linkages:** VTA is proposing significant pedestrian, bicycle, and transit investment in this area, including landscaping. The long-term plans for the area call for additional transit investment in the Capitol Expressway Corridor from Nieman Boulevard to State Route 87. The Eastridge Transit Center is one of VTA's busiest hubs in its transit system, serving close to 2,100 riders per weekday. The importance of the Eastridge Transit Center will continue to grow with the addition of improved transit services, like the recent Rapid Bus Line 522.

To support this high level of transit investment, the land use and site plans developed for the EEHVS should reflect development densities, intensities and designs that promote the use of these pedestrian, bicycle, and transit improvements. Specific design guidelines, such as the City's TOD Guidelines and VTA's CDT Program, should be used to maximize the use of the future bicycle, pedestrian and transit investments.

**Response 8-D**

The City has policies that support land use designs and intensities that promote the use of transit, bicycling, and walking. As noted in Response 8-C, the City's review of all final site plans will address the issue.

**Comment 8-E**

**Impacts on Bicycle, Pedestrian, and Transit Facilities:** The EEHVS Draft EIR should assume light rail operations at 10-minute peak weekday operations as stated in the Capitol Expressway Corridor Final EIR instead of the 15-minute peak headways stated in the Draft EIR on page 143.

**Response 8-E**

This change has been made, as requested. See Section 5, Draft EIR Text Revisions.

Lead Agency	Agency File #	CMP ID#	Type of Document	Document Submittal Date	Approval Date	Received Conditions
City of Sunnyvale	SCH20010521 21	SU0603	SEIR	8/15/2006	11/14/2006	10/3/2006

### **Moffett Towers**

***Northwest of the intersection of West Moffett Park Drive and Mathilda Avenue and bounded by "H" Street as the west boundary***

**Description:** Retention of 651,562 SF of office space, demolition of 370,855 SF R&D space, and construction of 1,701,081 SF of R&D/office space and 40,000 SF of employee amenity space.

### **VTA Comments**

#### Hydrology and Water Quality Impacts :

- 1.) The NOP identifies hydrology and water quality as potential significant impacts. Surface water flows have been affected by recent developments in the project area. VTA is interested in working in partnership with the developer and the City to address these issues. We request the opportunity to review and comment on the proposed development's drainage plans, and to suggest possible joint efforts to resolve items of mutual interest.
- 2.) We are also interested in reviewing the impact and mitigation sections for biology and cultural resources in terms of their relationship to potential drainage improvements.

#### Impacts to Transit Service:

- 1.) The DEIR should discuss impacts to transit service, including LRT and bus service, in the project area. In addition, the Draft EIR should discuss the use of transit incentives to help reduce automobile commute trips.
- 2.) We also recommend that the Draft EIR discuss improved access to the nearby LRT station and park-and-ride lot in order to encourage transit use.

### **City/County Response**

#### H-1

The comments are noted, and the recommended clarifications to the Draft SEIR have been made. Please refer to Chapter 3 of this document (Refinements and Clarifications to the Draft SEIR), Subsection 3.1, for modifications to the text of the Draft EIR resulting from response to this comment.

#### H-2

The comments are noted, and the suggested modifications to the Draft SEIR have been made. Please refer to Chapter 3 of this document (Refinements and Clarifications to the Draft SEIR), Subsection 3.1, for modifications to the text of the Draft EIR resulting from response to this comment.

#### H-3

The list of TDM measures has been modified to include participation in the ECO Pass Program. Please refer to Chapter 3 of this document (Refinements and Clarifications to the Draft SEIR), Subsection 3.1, for modifications to the text of the Draft EIR resulting from response to this comment.

#### H-4

A monitoring program will be established to ensure that the 20 percent reduction in total trips is achieved pursuant to the requirements of the Moffett Park Specific Plan. The commentor's suggested mechanisms for ensuring compliance have been noted and will be forwarded to the decision-makers for review and consideration.

H-5

The comment is noted and will be forwarded to the decision-makers for review and consideration.

H-6

The proposed parking supply satisfies the City parking code requirements. The commentor's recommendations to reduce total parking by 20 percent or 929 surface parking spaces has been noted and will be forwarded to the decision-makers for review and consideration.

H-7

The comments are noted and will be forwarded to the decision-makers for review and consideration.

H-8

The comments are noted and will be forwarded to the decision-makers for review and consideration.

H-9

No parking spaces would be lost at the Moffett Park Light Rail Station as a result of the proposed Project. However, as noted in Chapter 2 of the SEIR (Project Description), some proposed parking spaces on the Project site would be lost depending on the future extension of Mary Avenue, necessitating the construction of replacement parking, which would occur in a three level parking structure that would have approximately 320-340 parking spaces. As of the publication of the SEIR, the precise location of the structure is unknown; however, it may be located on the existing Ariba Parcel. It should be noted that the need for replacement parking is dependent on the outcome of the separate Mary Avenue Extension Project EIR decision.

H-10

Mitigation Measure 3.1-8b on page 3.1-86, stipulates that if Mary Avenue connects to H Street, the southernmost driveway must be signalized to provide adequate access. In addition, Mitigation Measure 3.1-8b specifies traffic signal coordination between all three intersections, including the southernmost driveway, Mary Avenue/H Street, and Moffett Park Drive/Manilam Drive. The traffic signal coordination will be used to minimize/eliminate potential queuing to the light rail crossing.

H-11

Please see previous response to Caltrans letter (D-9) regarding the proposed pedestrian path that provides direct access to the light rail station. This path would run adjacent to the southernmost parking garage and would likely include a connection to this garage.

The design of the Mary Avenue overcrossing has not been completed. The feasibility of providing direct access from the overcrossing to the parking lot adjacent to the light rail station will be evaluated as part of that project.

H-12

The proposed Project would increase congestion on 11th Avenue and H Street. However, Mitigation Measure 3.1-1 and Interim Mitigation Measure 3.1-1, as well as Mitigation Measures 3.1-8a-c, all identified in Section 3.1 (Traffic and Circulation) of the Draft SEIR, are recommended to provide acceptable operations on these roadways. No further mitigation is required.

H-13

The Project's potential to contribute non-point source pollutants to receiving waters is described in Impact 3.7-1. As described therein, Project implementation is likely to contribute non-point-source pollutants, such as maintenance and cleaning supplies; landscape materials and products (pesticides, herbicides, and fertilizers); oil, grease, and heavy metals from automobiles and trucks; and, petroleum hydrocarbons from fuel, into the drainage system.

As stated further in Impact 3.7-1, the proposed Project would be subject to NPDES permit requirements, which require that the Project Proponent file a NOI to seek coverage under the General Permit for stormwater discharges associated with construction activities and to prepare and maintain a SWPPP per City and state ordinances. The required SWPPP would contain a list of BMPs and an implementation plan to be implemented during Project construction, as well as during post-construction operations. Mitigation to ensure compliance with NPDES permit requirements is specified in (Mitigation Measure 3.7-1a and b).

Mitigation Measure 3.7-1c would require that the proposed Project, as feasible, minimize the mobility of operational-related pollutants through water-quality sensitive site design that limits the amount of directly connected impervious areas. By designing the site in a manner that incorporates landscaping and open space strips between impervious surfaces, a greater degree of infiltration and settling of pollutants would occur on the site.

Based on the above discussion, the proposed Project would be required to implement a plan that includes post-construction storm water pollution controls, in addition to implementing other stormwater BMPs. Consequently, the proposed Project's operational-related storm water quality impacts are anticipated to be less than significant with the incorporation of regulatory requirements, site design features, and mitigation measures.

H-14

The comments are noted and will be forwarded to the decision makers for review and consideration.

## PROACTIVE QUARTERLY STATUS REPORT

### GLOSSARY

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