

Comments on Selected Projects Reviewed by VTA

October, November, and December of 2007
February 20, 2008

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Cupertino	N/A	CU0702	Bus Stop	10/11/2007	10/24/2007

Homestead - Wolfe Bus Stop Homestead Road and Wolfe Road

Description: Use Permit and Architectural Site Approval to construct two one-story retail buildings totaling 24,455 SF.

VTA Comments:

VTA staff has reviewed the proposed bus stop relocations at the southwest corner of Homestead and Wolfe Roads. We have the following comments regarding the proposed bus stop improvements.

Southbound Wolfe Road, South of Homestead Road

- 1) Approve of relocation to other side of the driveway.
- 2) Provide a curb lane or bus duckout per VTA standards.
- 3) Provide a PCC passenger waiting pad (wide enough for bench or narrow shelter).
- 4) No trees or landscaping in the bus boarding area.
- 5) Provide a PCC bus stop pavement pad in street, if no duckout.
- 6) Bus stop site will be added to our list to be considered with a shelter (the sidewalk needs to be 10 feet wide or the pad poured behind the sidewalk).

Southbound Wolfe Road, north of Pruneridge Avenue

- 1) Provide a curb lane or bus duckout per VTA standards.
- 2) Provide a PCC passenger waiting pad.
- 3) No trees or landscaping in bus boarding area.
- 4) A PCC bus stop pavement pad in street, if no duckout.
- 5) Bus stop shelter not needed due to low ridership.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Fremont	PLN2007-00281	FR0703	IS/MND	11/29/2007	12/18/2007

Warm Springs Center

46100 & 46408 Warm Springs Boulevard

Description: Construction of 94,970 SF of retail condominiums.

VTA Comments:

The project developer should be aware that VTA is developing the SVRT-BART Extension to San Jose project, which is located to the west of Warm Springs Boulevard.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Fremont	PLN2007-00356	FR0702	TM	11/19/2007	12/17/2007

Nadev Facility
47550 Kato Road

Description: Construction of an approximately 337,400 SF printing facility.

VTA Comments:

We have no comments regarding the development of proposed Lot 3 (vacant area) and the existing warehouse facility located on proposed Lot 2 (APN 519-1005-079) at this time, as the IS/MND being reviewed does not show any features directly in conflict with VTA's property nor its future project activities. However, regarding the extreme northern portion of the parcel identified as proposed Lot 1 (developed with one building), the Mission/Warren/Truck Rail (MWT) Project will be requiring a TCE along most of the eastern end of Lot 1 adjacent to the UPRR Corridor. This approximately 20-foot wide easement with a southern terminus at the Alameda County Flood Control District's (ACFCD) Toroges Creek is required to construct a retaining wall on the UPRR property bordering the proposed Lot 1. VTA Real Estate will be approaching the property owner in mid-December of 2007 regarding the TCE request. Actual construction of the retaining wall is anticipated during the second half of 2009.

We would also like to ensure that the developer is aware of the following. VTA has purchased the former Western Pacific rail line, located approximately 100 feet east of the subject two parcels, with intentions of relocating the present railroad track onto UPRR property and constructing the future SVRT-BART extension in the newly purchased corridor. Although the SVRT Project is currently in the 65% Engineering design phase, major reconstruction is planned in advance as part of the MWT Project. The applicable activities associated with the MWT Project consist of grade separating Warren Avenue under the railroad (railroad to remain at-grade) and the relocation of freight trackage from the VTA corridor onto UPRR ROW.. One of the first items of work will be utility relocations, then freight track relocation and improvements to ACFCD's Toroges, Line B, and Line B-1 creek culverts. The IS/MND for the Freight Railroad Relocation and Lower Berryessa Creek Project has been prepared and is available to the developer. The FEIR/SEIR for the SVRT Project is also available to the developer. The draft EIS for the SVRT Project is currently under development.

In general, the MWT and SVRT Projects are anticipated to be in construction in this area between the years 2008 and 2013. An MWT Project 95% plan and schedule will be available during the 4th quarter of next year.

In addition, we would be very interested in obtaining project schedule information, any future utility rearrangements necessary, traffic count data and traffic diversion plans as that type of information becomes available. Furthermore, temporary re-routing of traffic during construction will need to be coordinated should construction activates and/or business operations overlap.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Milpitas	N/A	ML0601	DEIR	3/15/2006	12/21/2007

Milpitas Transit Area Specific Plan
Between I-880, I-680, Highway 237, and Montague
Expressway

Description: Proposed TOD of residential and commercial uses on industrial land around existing LRT stations and a future BART station.

VTA Comments:

BART Extension

Section 2.3, Proposed Plan (figure 2.3-1) The Transit Area Specific Plan Land Use map only designates the area bordered by Capitol Avenue, Montague Expressway, and the proposed BART alignment as Transit Facilities. Currently, VTA's position is to construct the Milpitas BART Station's bus transit center east of the BART alignment on land listed in figure 2.3-1 as Boulevard Very High Density Mixed Use. VTA continues to support TOD high-density mixed-use development near the future Milpitas BART station, and this position is held to allow for improved bus and shuttle operations, reduce significant conflicts with automobile circulation at the future Milpitas Boulevard/Capitol Avenue intersection, and allow for future transit center expansion.

Section 3.1, Land Use (Page 3.1-4, first paragraph) The proposed BART station in Milpitas is now named Milpitas Station (not the Montague Station), per the current SVRT EIS. This designation should be changed throughout the document.

Section 3.1, Land Use (Page 3.1-8, Table 3.1-2) Clarify what facilities are included in the BART Station acreage.

Section 3.2, Visual Resources (Page 3.2-6, Policy 4.6) It should be noted that the proposed BART parking structure is planned to be located fronting Montague Expressway.

Section 3.3, Transportation (Page 3.3-41, last paragraph) It should be noted that this Draft EIR assumes that the proposed BART Extension will not be completed and operational by the 20-year build-out of the Plan. However, as mentioned in our comments on the Plan's Notice of Preparation, we project BART to be operating in 2016.

Section 3.3, Transportation (Page 3.3-72, first paragraph) All proposed pedestrian/bike trails included on Figure 3.3-15 should be mentioned in the Pedestrian and Bicycle Facilities Section, not only the trail planned for Penitencia Creek.

Transportation System Planning and Design

Countywide Deficiency Plan

The adoption of a Countywide Deficiency Plan has no foreseeable timeline and therefore cannot be considered to provide mitigation to freeway impacts. In addition, there are recent county-level precedents with the preparation of local Deficiency Plans by the City of San Jose for its North San Jose Development Policy and the City of Sunnyvale's Citywide Deficiency Plan.

However, due to the scope and nature of the proposed project, VTA strongly urges the City of Milpitas to prepare a local area deficiency plan in accordance with VTA Guidelines for Deficiency Plans. This step is necessary to fully understand the impacts to CMP facilities in the area and to identify practical mitigation strategies to address those possible impacts that may include items from the Deferred Action list in addition to those identified from the Immediate Implementation Action list.

Trip Distribution

According to the VTA TIA guidelines, a freeway segment shall be included in the analysis if the proposed project is expected to add at least one percent of the freeway segment's capacity or more. Based on these guidelines, additional freeway segments should be included south of Hostetter Road on I-680, north of SR 237 on I-880, south of Brokaw Road on I-880 and west of Zanker Road on SR 237.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Milpitas	N/A	ML0703	Agency Review	9/28/2007	10/19/2007

Alexan South Main
1556 South Main Street

Description: Construction of 397 condominium units.

VTA Comments:

VTA provides bus service to the project site and maintains a bus stop on South Main Street, opposite of Cedar Way. In order to provide convenient access to transit service, VTA staff recommends this stop be maintained and located just north of the intersection with Cedar Way and include the following improvements:

- 1) A curb lane or bus duckout consistent with VTA standards.
- 2) A PCC bus stop pavement pad consistent with VTA standards.
- 3) A passenger waiting pad.
- 4) No trees or planter strips in the bus loading area.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Milpitas	MST-2007-210	ML0705	NOP	10/22/2007	11/21/2007

31 Milpitas Boulevard Residential Project
31 Milpitas Boulevard

Description: GPA and RZ from Highway Services to MFVHD to construct up to 354 multi-family dwelling units.

VTA Comments:

The project is located adjacent to the future Calaveras BART Station. VTA staff wants to make sure that this development does not preclude access to the BART construction lay down area and station out to Milpitas Boulevard. Access is currently over Industrial Way. It may be necessary to coordinate project development so that the developer is conditioned to provide access with dedication of a public street or through an easement.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC07-083	SJ0736	PDR	10/15/2007	11/2/2007

Leigh Avenue Mixed-Use

Southeast corner of Southwest Expressway and Leigh Avenue

Description: PDR from CP to A(PD) to allow up to 64 multi-family residential units for affordable senior housing, over a 7,500 SF dental office and a podium garage on a 0.97-AC site.

VTA Comments:

In order to enhance the walk-ability and provide traffic calming in the area, VTA recommends eliminating the free-running right turn from westbound Leigh Avenue to northbound Southwest Expressway by squaring the corner, similar to what was done at Bascom and Southwest Expressway.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	3-10081, PDC06-064	SJ0627	Bus Stop	10/12/2007	10/30/2007

Whole Foods Market

Northwest corner of Stockton Avenue and The Alameda

Description: Planned Development to allow 137,618 SF of commercial uses on a 2.19-AC site.

VTA Comments:

VTA maintains a bus stop on the Alameda next to the proposed development. VTA recommends that the bus stop be maintained at the current location with the following conditions:

- 1) Bus stop sign to remain on existing street light.
- 2) Existing PCC bus stop pavement pad to remain.
- 3) Remove abandoned driveway in bus stop (VTA would like to review plans for this).
- 4) Maintain a sidewalk of at least 8 feet in width.
- 5) No additional trees or landscaping in bus loading area.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	3-12552	SJ0616	PDR	10/9/2007	11/1/2007

Berryessa - Jackson GPA Pepper Lane Project

Southeast corner of Berryessa Road and Jackson Avenue

Description: Construction of up to 315 SFRs and 28,000 SF retail commercial on a 17.48-AC site.

VTA Comments:

VTA provides bus service along Berryessa Road. In order to provide convenient access to transit, VTA recommends that the City condition the developer to provide a new bus stop on Berryessa Road, east of Jackson Avenue. This will replace the bus stop located just west of Jackson Avenue. The bus stop should have the following improvements:

- 1) Provide a lane or bus duckout per VTA standards.
- 2) Provide a passenger waiting pad.
- 3) No trees or landscaping in the bus boarding area.
- 4) Provide a PCC bus stop pavement pad (if no duckout).

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PP06-166	SJ0712	DEIR	10/18/2007	11/28/2007

Autumn-Coleman Project
Coleman Avenue between Hedding and Autumn Streets,
Autumn Street between Park and Coleman Avenues

Description: Widen Coleman Avenue to six lanes between Hedding Street and Autumn Street, and widen, partially realign, and extend Autumn Street between Coleman Avenue and Park Avenue.

VTA Comments:

The Draft EIR has addressed our NOP comments concerning bus stop improvements and the BART extension on pages 59-60.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	GP07-04-02	SJ0730	GPA	10/3/2007	10/17/2007

Brokaw Commons North

Northwest corner between Brokaw Road and Oakland Road

Description: GPA request to change the LU/TD designation from Industrial Park to Combined Industrial/Commercial on an 8.5-AC site.

VTA Comments:

VTA provides bus service and maintains bus service on both Oakland Road and Brokaw Road adjacent to the project site. VTA requests the opportunity to review development plans for the project when they are available for the project. VTA will likely recommend that both bus stops be retained at their current location with the following improvements (if not already existing at the bus stops):

- 1) A curb lane or bus duckout consistent with VTA standards.
- 2) A PCC bus stop pavement pad consistent with VTA standards.
- 3) A sidewalk a minimum of 8-feet wide adjacent to the bus stop.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PD07-087	SJ0732	PDR	10/9/2007	11/9/2007

First-Component Campus

Southwest corner of North First Street and Component Drive

Description: Construction of a 731,677 SF R&D office and retail uses on an 11.89-AC site.

VTA Comments:

VTA provides bus service along First Street adjacent to project site. In order to provide convenient access to transit service, VTA recommends that the project maintain the existing bus stop with the existing improvements (bus pad in street and shelter pad).

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	GP05-03-02	SJ0619	PDR	10/15/2007	10/31/2007

Campbell-Sobrato

**1270 Campbel Avenue, North side of Campbell Avenue,
approximately 2,000 feet northwesterly of Newhall Street**

Description: PDR from HI to A(PD) to allow up to 248 single-family and multifamily residences on a 5.11-AC site.

VTA Comments:

VTA recommends providing pedestrian connectivity to adjacent land uses and transit and incorporation of the proposed bicycle network and linear park connections identified in the Draft Santa Clara Area Station Plan.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PD07-091	SJ0735	PDP	10/17/2007	11/9/2007

Equity-Tasman Apartments

Northwesterly corner of Vista Montana and West Tasman Drive

Description: Construction of 554 multi-family attached residences and a 1-AC park on a 8.66-AC site.

VTA Comments:

VTA provides bus service along Tasman Drive adjacent to project site. In order to provide convenient access to transit service, VTA recommends that the project maintain the existing bus stop with the following improvements:

- 1) A PCC monolithic pavement pad.
- 2) A passenger waiting pad per ADA requirements.
- 3) A curb lane or bus duckout per VTA standards.
- 4) No trees, tree wells, or shrubs within the bus stop area.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC07-098	SJ0745	Other	12/21/2007	12/24/2007

Great Oaks Place

Southwest corner of Monterey Road and Little Avenue

Description: 1,500 residential units on 76.2 AC.

VTA Comments:

VTA requests the opportunity to review project plans for this development in order to provide comments regarding bus stop improvements. We will likely request bus stop improvements for existing bus stops on Cottle Road. In addition, we recommend including 22-foot curb lanes on the future public street connecting to Via Del Oro.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	N/A	SJ0737	Bus Stop	10/18/2007	10/30/2007

Blossom Hill Whole Foods

Southwest corner of Blossom Hill Road and Almaden Expressway

Description: Bus Stop Improvements.

VTA Comments:

VTA maintains two bus stops next to the proposed development. One bus stop is located on eastbound Blossom Hill, west of Almaden Expressway. The other is on southbound Almaden Expressway, south of Blossom Hill. VTA recommends that both bus stops be maintained in the existing area with the following improvements:

- 1) A bus stop pavement pad according to VTA standards.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	GP07-04-03	SJ0739	GPA	10/29/2007	11/8/2007

Landess and Morrill GPA

Southeast corner of Landess Avenue and Morrill Avenue

Description: GOA request to change the LU/TD from Medium Low Density Residential (8-16 DU/AC) on 0.78-AC and Medium Low Density Residential 8 DU/AC on 0.18 AC to Neighborhood/Community Commercial on a 0.96-AC site.

VTA Comments:

VTA maintains an existing bus stop on Landess adjacent to the project site. In order to provide convenient transit service, VTA recommends that the City condition the developer to maintain the bus stop at its present location and do the following:

- 1) Provide a PCC bus stop pavement pad consistent with VTA standards.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PD07-069	SJ0740	Bus Stop	11/19/2007	11/29/2007

Hamilton – Birch Bus Stop
1706 Hamilton Avenue

Description: Bus Stop Improvements.

VTA Comments:

The proposed bus stop relocation would appear to place the bus stop in front of a different property owner than the one that is developing the property adjacent to the existing bus stop. VTA would like written confirmation from City staff and the adjacent property owner (where the bus stop would be located under the proposal) that the proposed location is acceptable. Once we have this concurrence, we can then provide specific comments on the proposed relocation.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PD07-100	SJ0741	PDP	11/26/2007	12/27/2007

Santana Row, Building 2

Southeast corner of Santana Row and Stevens Creek Boulevard

Description: PDP to construct a 5-story building containing 60,000 SF of office uses and 16,000 SF of retail/commercial uses with an attached 2-level garage on a 1.007-acre site.

VTA Comments:

VTA may be interested in establishing a bus stop for BRT service along Stevens Creek adjacent to this project site. VTA recommends that the City condition the developer to preserve sufficient space, perhaps in the form of an easement, for a future BRT stop along Stevens Creek Boulevard. This recommendation is based on the assumption that future streetscape plans for this corridor would not conflict with a BRT stop at this location.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	GP06-03-01	SJ0605	PDP	6/15/2007	12/7/2007

King and Dobbin Transit Village Project

Northeasterly side of North King Road, approximately 640 feet south of Mabury Road.

Description: Construction of 165 senior affordable housing units on a 2.67-AC site.

VTA Comments:

VTA provides bus service on King Road. In order to provide convenient access to transit, VTA recommends that the City condition the developer to provide a new bus stop on King Road, north of Dobbin Drive with the following components:

- 1) Provide a PCC passenger waiting pad consistent with VTA standards.
- 2) Provide a passenger waiting pad, with no trees or planters in the area to interfere with boarding of passengers.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	H06-027	SJ0611	NOP	12/28/2006	11/29/2007

Valley Fair Expansion

Northeaster corner of Stevens Creek Boulevard and Winchester Boulevard

Description: Construction of up to 610,000 SF space of additional retail, demolition and reconstruction of 2 existing parking structures (up to 930,000 SF) and 3 office buildings (relocated), and circulation improvements.

VTA Comments:

The proposed bus stop relocation is acceptable to VTA.

The project developer should notify the VTA Permit office and VTA Operations Planning at least 72 hours prior to commencement of construction to arrange for an inspection and temporary relocation of the bus stop, respectively.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PT07-084	SJ0734	TM	10/17/2007	11/2/2007

Vista Montana Park Homes

Northwest corner of North First Street and Vista Montana

Description: TM to reconfigure 2 parcels into 3 lots, for 444 condominiums on 6.94 AC, and 1 lot for park dedication on 5.13 AC, on a 12.07-AC site.

VTA Comments:

VTA provides bus service on First Street adjacent to the project site and maintains a bus stop south of Lamp Lighter adjacent to the property. In order to provide convenient access to transit service, VTA recommends that the City condition the developer to maintain the bus stop in the same general area with the following improvements:

- 1) Provide a passenger waiting pad, with no trees or planter strips in the boarding area.
- 2) Provide a PCC bus stop pavement pad per VTA standards.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Santa Clara	PLN2007-06752	SC0705	Prelim Review	11/19/2007	12/17/2007

San Tomas - Central Office

2800 San Tomas Expressway, 2600 San Tomas Expressway, and 2400 Condensa Street

Description: Construction of 1.95 million SF of office space.

VTA Comments:

VTA provides bus service along the project site on San Tomas Expressway and Walsh Avenue. VTA maintains bus stops on both San Tomas Expressway and Walsh Avenue. In order to provide convenient access to transit service, VTA recommends that the developer be conditioned to retain the existing bus stops and to provide the following improvements:

Southbound San Tomas, north of Walsh

- 1) Provide PCC bus stop pavement pad.

Westbound Walsh, west of San Tomas

- 1) Provide passenger waiting pad adjacent to bus stop.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Santa Clara	N/A	SC0706	Bus Stop	11/20/2007	11/30/2007

Santa Clara Valley Fair Bus Stop Relocation
North Winchester Boulevard

Description: Bus Stop Relocation.

VTA Comments:

The proposed bus stop relocation is acceptable to VTA.

The project developer should notify the VTA Permit office and VTA Operations Planning at least 72 hours prior to commencement of construction to arrange for an inspection and temporary relocation of the bus stop, respectively.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Santa Clara	PLN2007-06210	SC0701	FEIR	2/2/2007	12/19/2007

Lawson Lane Campus
2200, 2211, 2231 Lawson Lane

Description: Construction of 3 office buildings totaling 516,000 SF and one parking garage structure in an existing office campus on a 16.4-AC site.

VTA Comments:

Transportation System Planning and Design

Intersections LOS

Under existing conditions, the San Tomas Expressway / Stevens Creek Boulevard intersection operates at LOS F as shown in the 2006 MCR, where as in the DEIR it operates at LOS E. Traffic volumes for existing conditions were compared and are the same. VTA recommends re-examining the analysis of this intersection under all scenarios.

Freeways LOS

The project DEIR has used 2005 MCR for existing freeway LOS. Instead, VTA recommends using the latest 2006 MCR for the freeway and expressway analysis. This report summarizes the existing conditions LOS data for freeways, expressways in Santa Clara County. The document may be downloaded from <http://www.vta.org/news/vtacmp/mcreport2006/>.

Mitigation Measures

According to the DEIR, the project will have significant cumulative impacts to several CMP intersections and freeway segments. There are appropriate MM mentioned for each impact that would mitigate the impact. VTA recommends that the project sponsor should provide a fair share contribution towards the mitigation and avoidance measures.

Please note that the Lead Agency may implement, or require the project sponsor to implement, the Immediate Actions listed in Appendix D (of the guidelines) as part of the project's approval. Many of these actions are similar to the TDM measures also listed in the VTA TIA Guidelines on page 33.

Bicycle and Pedestrian Facilities

ABCs: Bike ABCs- Improved bike access to the site is required over US 101, particularly at Montague, and a potential new ABC east of Montague over US 101 should be considered; and over the Caltrain/UP tracks, particularly at the San Tomas Aquino Creek trail and Scott under/over the railroad tracks as well.

Pedestrian ABCs- The adequate existing pedestrian connections are: the sidewalks on the Scott overpass of the railroad tracks, the sidewalks on the Montague Expressway overpass of 101 and the STA creek trail underpass of US 101. Required pedestrian access improvements include a potential new ABC east of Montague over US 101.

When mentioning access between project sites and the existing bus stop, please include a description of pedestrian/bike access to and from building entrances and major pedestrian entry points. Please consult the CDT Manual for tips on building orientation and CDT principles.

Describe bicycle parking on site. VTA recommends that the DEIR include analysis of the amount and type of bicycle parking i.e. both Class I bike parking spaces (bicycle lockers or secured shared-access storeroom) and Class II bike parking spaces (bicycle racks) based on VTA's Bicycle Technical Guidelines for both the employees and visitors. This document provides additional guidance on estimating supply, siting and design for bicycle storage facilities. The conceptual site plan should indicate the proposed location of these parking facilities.

Describe safe and convenient bicycle routes to and from both project sites and bike parking location. It is recommended that bike parking and easy access to such parking locations be provided for each office building.

Describe pedestrian/bike access from back of site (i.e. not from the expressways, many bicyclists and pedestrians will not use the expressways due to high speeds and advance cycling skills needed, so access from other streets is essential.)

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Sunnyvale	SCH2007022024	SU0704	DEIR	8/28/2007	11/16/2007

Mary Avenue Extension

Mary Avenue from Almanor Avenue to 11th Avenue/E Street

Description: Roadway extension of including 0.3-mile long bridge.

VTA Comments:

We request that the following items concerning coordination with our light rail transit system be considered in the design, development, and construction of this project:

- 1) A minimum of 10-foot clearance is required for the Overhead Catenary System (OCS) as well as a minimum 10-foot distance from the outer rail according to VTA Operations Control Center guidelines.
- 2) A chain link fence or other appropriate fence should be installed over the proposed structure in the vicinity of the OCS to avoid any interference with the OCS.
- 3) A restricted access permit is required from OCC to work near the live track and the designer/contractor also needs to attend track allocation meetings to discuss the project specifics and restrictions. An additional permit may be needed to work within VTA right-of-way.
- 4) Bridge columns/falsework/precast girders should not interfere with existing OCS and track and facilities. A debris catching system/netting should be installed over the station area to avoid any safety concerns to the public and damage to station facilities.
- 5) We request close coordination with VTA concerning a pedestrian/bicycle connection (vertical access, stairs) between the proposed Mary Avenue Extension and the Moffett Park LRT Station.

PROACTIVE QUARTERLY STATUS REPORT GLOSSARY

A	Agriculture Zoning District	MM	Mitigation Measure
ABAG	Association of Bay Area Governments	MND	Mitigated Negative Declaration
ABC	Across Barrier Connections	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	PPOS	Public Park/Open Space
CI/C	Combined Industrial/Commercial	PTG	Pedestrian Technical Guidelines
CMP	Congestion Management Program	PUD	Planned Urban Development
CSA	Construction Staging Area	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	SCVWD	Santa Clara Valley Water District
EIR	Environmental Impact Report	SDP	Site Development Permit
ER	Environmental Review	SF	Square Foot
FAR	Floor Area Ratio	SFR	Single Family Residences
FEIR	Final Environmental Impact Report	SPA	Specific Plan Amendment
FTF	Future Transit Facility	SPRR	Southern Pacific Railroad
GPA	General Plan Amendment	SVRT	Silicon Valley Rapid Transit
HDR	High Density Residential	SVRTC	Silicon Valley Rapid Transit Corridor
HI	Heavy Industrial	SWPPP	Storm Water Pollution Prevention Program
HOV	High-Occupancy Vehicle	TCE	Temporary Construction Easement
HSR	High-Speed Rail	TCR	Transit Corridor Residential (20+Dwelling Units/Acre in the City of San Jose)
IP	Industrial Park	TDM	Transportation Demand Management
IS	Initial Study	TIA	Transportation Impact Analysis
ITR	Industrial to Residential	TIA NF	Transportation Impact Analysis Notification Form
ITS	Intelligent Transportation System	TM	Tentative Map
LI	Light Industrial	TOD	Transit-Oriented Development
LRT	Light Rail Transit	UB	Utility Box
LU/TD	Land Use/Transportation Diagram	UPRR	Union Pacific Railroad
MCR	Monitoring and Conformance Report		
MDR	Medium Density Residential		