AGENDA ITEM #25

SANTA CLARA
Valley Transportation Authority

Date: May 2, 2007
Committee Meeting Date: May 23, 2007
Board Meeting Date: June 7, 2007

BOARD MEMORANDUM ACTION ____ DISCUSSION ____ INFO **X**

TO: Congestion Management Program and Planning Committee
Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: Michael T. Burns
General Manager

FROM: Carolyn M. Gonot
Chief Development Officer

SUBJECT: Proactive CMP Reviewed and Approved Projects Quarterly Status Report
January through March 2007

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. There is no City/County Responses Report this month.

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

Comments on Selected Projects Reviewed by VTA

January, February, and March of 2007

23-May-07

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Cupertino	N/A	CU0701	Bus Stop	1/26/2007	2/1/2007

10495 De Anza Bus Stop

10495 De Anza Boulevard at Mariani Drive

Description: Bus stop improvements.

VTA Comments:

VTA provides bus service on De Anza Boulevard and maintains a bus stop adjacent to the project site. In order to provide convenient access to transit service, VTA staff recommends that the developer provide the following improvements:

1) Maintain the bus stop in the current location.
2) Provide a PCC bus stop pavement pad per VTA standards.
3) Provide a minimum 8-foot wide sidewalk adjacent to the bus stop per ADA requirements.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Gilroy	A 05-01	GI0701	IS/MND	1/25/2007	2/26/2007

Harvest Park annexation and Resdiential Subdivision

West of Monterey Road, north of Farrell Avenue

Description: Construction of 251 residential units of varying densities on 36 AC.

VTA Comments:

VTA provides bus service on Monterey Road and maintains a bus stop adjacent to the project site. The bus stop has been improved with a duckout, concrete bus pad, passenger waiting area, and solar lighting. In order to provide convenient access to transit service, VTA recommends that the bus stop be retained at its present location. We recommend the following improvements be included if the bus stop is relocated along the project site:

1) A 10' X 75 PCC pavement pad (for articulated buses).
2) 22' curb lane or bus duckout
3) 8' X 40' passenger waiting area
4) Street lighting
5) VTA will remove/salvage solar lighting
6) No trees or shrubs in bus passenger boarding area
7) Convenient pedestrian access from development to bus stop

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Gilroy	TM 06-16	GI0702	TM	2/26/2007	3/9/2007

Pacific Mobile Estates

South side of 10th Street, west of Rosanna Street

Description: Construction of 178 condominiums, open space, parking, and community buildings on 23.59 AC.

VTA Comments:

VTA provides bus service along 10th Street and maintains a bus stop adjacent to the project site. In order to provide convenient access to transit service, VTA staff recommends the City condition the developer to incorporate the existing bus stop into the development and provide the following improvements:

1) A 22-foot curb lane or bus duckout.
2) A 10' X 55' PCC bus stop pavement pad.
3) An 8' X 40' PCC passenger waiting pad per VTA requirements.
4) Convenient pedestrian access to the bus stop from the development.
5) No trees, tree wells or landscaping in the passenger loading zone.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Gilroy	M 04-09	GI0504	MND	1/26/2007	2/27/2007

Camino Arroyo Bridge - Sixth Street

Camino Arroyo and Sixth Street, east of Monterey Highway

Description: Construct new bridge over SCVWD Channel/West Branch Llagas Creek and new roadway segments to connect Camino Arroyo roadway.

VTA Comments:

VTA provides bus service along Camino Arroyo. In order to provide convenient access to transit service, VTA recommends that the City provide two new bus stops: 1) northbound Camino Arroyo, north of 6th Street (it appears from the plan provided that the bus stop is being proposed for south of 6th street); and 2) southbound Camino Arroyo, south of 6th Street. Both bus stops should have the following improvements:
1) A minimum 22-foot curb lane or bus duckout consistent with VTA standards.
2) A PCC bus stop pavement pad consistent with VTA Bus Stop Pavement Details.
3) A sidewalk with a minimum width of 8 feet for the area adjacent to the bus stop, consistent with ADA standards.
4) Direct pedestrian access from the bus stop to the intersection.

Camino Arroyo Bridge Cross Section
Camino Arroyo is an arterial. What is the design speed and intended posted speed?

The proposal indicates that bike lanes south of the bridge will be 5 feet wide while others will be 6 feet wide. VTA supports continuous 6 foot bike lanes. The BT Guidelines recommend 6 foot bike lanes for posted speeds of 35 miles per hour or greater. VTA also supports 8-foot sidewalks so that pedestrian-scale lighting and amenities can be provided.

Because the proposed 12 foot travel lanes are not conducive to a pedestrian and bicycle friendly roadway, please consult the CDT Manual.

Gilman Street/6th Street
The project description of the Gilman/6th Street Improvements, particularly across Highway 101, is not well-defined. It is lumped under the heading "Camino Arroyo Intersection / Gilman Intersection Improvements". However, apparently the roadway bridge will accommodate in the future two 11-foot lanes, 6-foot bike lanes and 6-foot sidewalks. What is the existing condition? Is the bridge being widened or torn down and reconstructed? Describe how the trail will be added to the south side of Gilman.

Given that Gilman Street is an existing collector road, VTA supports the proposal for two 11-foot lanes on the roadway, 6-foot bike lanes and 6-foot sidewalks. Wider sidewalks should be provided if possible per PT Guidelines.

In addition the project proposes that the planned bike trail on the north side of the creek cross over Highway 101 using the south side of Gilman Road to Rogers Lane with a Type 60 barrier to separate the trail from the roadway over Highway 101. Access between Camino Arroyo and the trail and between Rogers lane and the trail should be provided.

Lighting
The project proposes standard 30-foot tall luminaires, which is not pedestrian-friendly. VTA encourages the project to install pedestrian-friendly lighting on the sidewalks and trails.

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	3/2/2007

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 2.69 AC.

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 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	ML0701	NOP	2/26/2007	3/21/2007

The Murphy Ranch Residential Project

Southwest corner of Technology Drive and Murphy Ranch Road

Description: Murphy Ranch South - construction of 285 townhomes on 14.15 AC and Murphy Ranch North - construction of 374 apartments on 7.58 AC.

VTA Comments:

There is an existing ACE shuttle bus stop on Murphy Road, south of Technology Drive, adjacent to the project site. In order to provide convenient access to transit service, VTA requests the following bus stop improvements:

1) Bus stop to remain in general area.
2) Sidewalk access to the bus stop.
3) A 8’ x 40’ passenger waiting pad.
4) 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	ZA-05-14, SD-05-14, DA-05-13	MH0505	ZA/Sub	11/7/2005	1/12/2007

Madrone Plaza

Jarvis Drive and Cochrane Road

Description: Construction of 134 residential units on 9.3 AC.

VTA Comments:

VTA provides bus service and maintains a bus stop along Cochrane Road adjacent to the project site. In order to provide convenient access for transit service, VTA recommends that the City condition the developer to maintain the bus stop at its current location and provide the following bus stop improvements:

1) Provide a 10' X 55' PCC bus stop pavement pad per VTA standards.
2) Provide an 8-foot sidewalk directly adjacent to the bus stop and additional standard city sidewalks on Monterey Road, Cochrane Road, Jarvis Street, and all internal streets.
3) Provide a streetlight adjacent to the bus stop and ensure no trees adjacent to the bus stop.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Morgan Hill	SR-07-07	MH0608	N/A	1/22/2007	1/29/2007

Huntington Square

Description: Construction of 134 unit townhouses on 6.145 AC

Southwest corner of Main Avenue and Butterfield Boulevard

VTA Comments:

VTA provides bus service to the project site along E. 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 10' X 55' PCC bus stop pavement pad.
3) An 8' X 40' PCC passenger waiting pad per ADA standards.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Morgan Hill	ZAA-05-09	MH0701	ZoneAmen	1/7/2007	1/10/2007

Church-Alcini **Description:** 31 residential units on 1.8 AC.

Northeast corner of Monterey Road and Bisciglia

VTA Comments:

VTA provides bus service along Monterey Road and maintains a bus stop adjacent to the project site. In order to provide convenient access to transit service, VTA recommends that the City condition the developer to provide the following improvements for the bus stop.

1) Maintain the bus stop at the current location.
2) Provide a 10' X 55' PCC bus stop pavement pad.
3) Provide an 8' X 55' PCC bus stop pavement pad by filling in the planter strip adjacent to the bus stop.
4) Do not install trees in the bus stop area.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Mountain View	N/A	MV0701	NOP	3/9/2007	3/30/2007

Mountain View Home Depot

East side of San Antonio Road, north of El Camino

Description: 129,060 SF Home Depot, 709 parking spaces, and on-site landscaping.

VTA Comments:

VTA provides bus service along San Antonio Road and maintains a bus stop 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 current location and the provide the following improvements:

1) Provide a 22-foot curb lane or bus duckout consistent with VTA standards.
2) Maintain an 8-foot wide sidewalk adjacent to the bus stop.
3) No trees or landscaping in the bus loading area.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PG06-04-01	SJ0224	Revised NOP	12/26/2006	2/13/2007

San Jose Flea Market

North and south sides of Berryessa Road, east of Coyote Creek and north of Mabury Road

Description: GPA to change the LU/TD from TCR on 58.4 AC and CI/C on 31 AC to TCR on 82.8 AC and CI/C on 6.6 AC. Allows up to 2,818 DU, up to 215.622 SF of combined commercial/industrial uses and up to 152,700 SF of retail uses.

VTA Comments:

Coordination with BART Extension Project

Southern portion of the Flea Market Site
As specified in the certified FEIR for the BART Extension to Milpitas, San Jose and Santa Clara, issued in November 2004 and DSEIR released January 2007, the southern end of the San Jose Flea Market Site is needed for parking, ancillary facilities and/or construction staging to construct and operate the BART project.

Land uses mix
Mixed land uses promote activity centers that support both peak and off-peak ridership, which is crucial to maximizing transit use. VTA recommends inclusion of commercial and retail land uses in the proposed land use plan.

Minimum residential densities
The VTA Board of Directors adopted the CDT Program in November 2002 as its primary program for inegrating transportation and land use, and the City of San Jose, through Council resolution has endorsed the CDT Program and its guiding principles. As specified in Appendix D of the CDT Manual, the flea market site is considered a regional station area and should have a minimal residential density of 55 du/ac. The minimum densities in the proposed land use plan are less than 55 du/ac. The manual also provides guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements that are applicable to the project area.

Coordination with City of San Jose's Master Street Network
The City of San Jose's proposed master street network for the flea market site to support transit-oriented development and the BART project is not reflected in the proposed land use plans. Conduct an appropriate level of traffic analysis to evaluate whether the master street network can support the proposed land use, future planned projects in the area, including the BART project.

Analysis of impacts to transit systems
Evaluation should be conducted to identify how both the Flea Market and planned BART system and VTA bus service could go forward. This information is needed for VTA to plan for sufficient transit services to support TOD and maximize transit ridership.

Riparian setback assumptions
On page 47 it appears that the developer is assuming a riparian setback of 100 feet whereas the BART project assumes 150 feet or greater based on guidance from the Santa Clara Valley Water District.

On page 64 the railroad right-of-way is assumed to be 75 feet. However, the actual width is 60 feet. These design assumptions should be clarified in the document.

TIA Review

Trip Reduction Rates
A thirty five percent reduction for Live/Work units was used in the DEIR citing data from the MTC. Please provide backup information from the MTC study that supports the reduction rate used in the DEIR. Although the VTA TIA Guidelines do not include trip reduction strategies for Live-Work units, on-going work to update these guidelines could add such strategies. Any backup information that can be provided could be useful for the addition of trip reduction strategies for Live-Work units in the next update of the TIA Guidelines.

Proposed Mitigation for Freeway Segments
Page 121 of the DEIR states that the results of the freeway level of service analysis indicates that the proposed project would create a significant impact on 18 freeway segments on four freeways in the project area. Currently, there are two auxiliary lane improvement projects on US 101 identified in VTP 2030 within the study area. As such, VTA recommends fair share contribution by the developer towards the auxiliary lane improvements on US 101. It is recommended that the amount of the contribution be jointly decided in coordination with the Lead Agency (City of San Jose) and Caltrans.

Bicycle and Pedestrian Facilities
Please note that Mabury Avenue is a designated Cross County Corridor in the 2000 Countywide Bicycle Plan and remains one in the update-in progress.

The amendment should also discuss the project's consistency with the County Trail Master Plan.

The project should construct the multi-use trails that border the project within the setback they are providing along Coyote Creek and Penitencia Creek.

The discussion on Page 121 of the DEIR on bicycle facilities is too vague regarding the description of bicycle facilities and improvements. It does not indicate how bicycles and pedestrians will access the future Coyote Creek Trail and Penitencia Trails within the site. Please elaborate on the section that begins: important bicycle design elements include the crossings of the new full access signalized intersections, the Upper Penitencia Creek multi-use path crossings of the new public streets, and the crossing at Mabury Road and Mabury Yard.

Since the site is bounded by Coyote Creek on the west, the railroad tracks and future BART tracks on the east and is bisected by Penitencia Creek, bicycle/pedestrian bridges over these barriers are essential to the success of this project in promoting and attracting bicycle and pedestrian trips.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC06-069	SJ0626	GPA	3/15/2007	3/22/2007

10th and Mission

Northwest terminus of North 10th Street and East Mission Street

Description: PDR from LI to A(PD) to allow up to 172 single-family residences on 3.24 AC.

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 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 San Jose	GP05-03-07	SJ0628	NOP	2/1/2007	2/28/2007

Las Plumas Avenue/King Road Residential Project **Description:** GPA from LI to HDR on 4.0 AC, MHDR on 8.5 AC, and CG on 0.5 AC.

Northwest corner of King Road and Las Plumas Avenue

VTA Comments:

VTA provides bus service on King Road and maintains a bus stop adjacent to the project site. In order to provide convenient access to transit service, VTA recommends that the City condition the developer to maintain the bus stop at the current location and provide the following improvements:

1) A 22-foot curb lane or bus duckout.
2) A 10' X 55' PCC bus stop pavement pad.
3) An 8' X 40' passenger waiting area per ADA requirements.
4) No trees, planter strips, or shrubs in the bus loading area.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC06-093	SJ0632	2nd Submittal	3/2/2007	3/16/2007

Zanker-Northpointe Residential

Northwest corner of Zanker Road and Tasman Drive

Description: Construction of 670 single family and multi-family attached residences, 20,000 SF of retail, and underground parking on 10.01 AC.

VTA Comments:

Bus Service

Based on our review of the site plan, the project appears to be adjacent to VTA's bus stop on westbound Tasman Drive, west of Zanker Road. The bus stop serves routes 33, 58, 140, and 330 as well as ACE service. Therefore, we still recommend that the following bus stop improvements be incorporated into the project.

1) Bus stop to be maintained at current location.
2) Maintain bus pad or provide new 10' x 55' bus pad if curb lane modified, consistent with VTA Bus Stop Pavement Details.
3) Provide a 22' curb lane or provide bus duckout.
4) Maintain 8' sidewalk in bus stop area or provide 8' x 40' passenger waiting area.
5) No trees, tree wells, or shrubs in the bus loading zone.

Bicycle Parking

The response from BORM Engineering did not differentiate between Class I and Class II bike parking spaces as recommended in our comments.

Class I secure parking is recommended for residents and employees, while racks are recommended for visitors, customers, and short term parking needs. Please describe more fully the bike parking provisions and locations for these four main users: residents, short-term visitors of the residential units, the employees of the retail development, and the customers of the retail development. Consult the BT Guidelines for discussion of the location considerations for racks and Class I parking.

Class I Parking: Although the BT Guidelines recommends a minimum of one space per two units, it is strongly recommended that the development have an average of one secure bike space per unit that only the tenant of that unit has access to. Bike racks in the garage do not provide the same level of security as bike lockers or individual locked storage units; the latter for example, could have a wall or ceiling hook to hold a bicycle.

Class I. Parking: The proposed bike rack design shown on sheet 7.5 is satisfactory for Class II parking as it meets the criteria in the BT Guidelines. Bike racks should be placed near the building entrances and at recreation sites, e.g. pool, as well as retail sites.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	N/A	SJ0640	Site Dev Plan	12/12/2007	1/4/2007

Horizon Residential

4 North Second Street, north of Santa Clara St.

Description: 19 residential units on a 0.13 AC site.

VTA Comments:

The proposed development is in conflict with an identified CSA for the SVRT project as shown in the soon to be released Supplemental EIR.

The residential project needs to assess the potential impacts on the proposed ventilation structure of the SVRT Downtown Station, which is in close proximity to the development. The relationship of the ventilation structure to the residential development should be reflected in the development's engineering drawings

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC-06-119	SJ0615	GPA	3/12/2007	3/14/2007

Senter - Wool Creek GPA

East side of Senter Road approximately 600 feet south of Wool Creek Drive at 2222 and 2232 Senter Road

Description: GPA request to chage the LU/TD from LI to CG on a 3.62 AC site.

VTA Comments:

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	H06-027	SJ0611	NOP	12/28/2006	2/8/2007

Valley Fair Expansion

Northeast 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), & circulation improvements.

VTA Comments:

Transit Support

Consideration of BRT
VTP 2030 and the VTA Measure A Revenue and Expenditure Plan both include implementation of a BRT Corridor on Stevens Creek Boulevard as a major initiative with funding from local and federal sources. The developments near the intersection of Stevens Creek and Winchester boulevards will be a major focal point for this Corridor. Absent from this DEIR analysis is a discussion of the proposed Stevens Creek BRT. It is anticipated that the new service will begin within the next three to five years.

As stated in a letter sent by VTA on June 26, 2006 regarding the NOP for the proposed shopping center expansion, the BRT line will require dedicated, street-front right-of-way for stations along both sides of Stevens Creek Boulevard between Monroe Avenue and Winchester Boulevard. In addition, a new bus stop located on Winchester Boulevard immediately north of Stevens Creek Boulevard for VTA Route 60 will provide needed cross platform transfer functionality once the Stevens Creek BRT is in service. The letter requested that the environmental analysis assume BRT operations and include these facilities. City staff will work with VTA to identify locations for BRT stations. Critical to introducing the BRT service in a compressed schedule will be the ability to serve major generators such as the Valley Fair Mall in an efficient manner through well-designed station facilities near the corner of Stevens Creek and Winchester boulevards. The developer should be required to contribute new transit station facilities at the selected location in conjunction with implementation of BRT.

Pedestrian and Bicycle Connections
Please discuss in the DEIR pedestrian access to the proposed project site from adjacent neighborhoods, particularly from the recently approved senior housing at the BAREC site on Winchester Boulevard in the City of Santa Clara. VTA recommends that the pedestrian realm along Winchester Boulevard between the senior housing and the proposed project site be designed to be inviting and safe. As part of the effort to provide an inviting and safe environment, please consider amenities such as landscaping, benches, and a varied façade that is rich in pedestrian detail as described in sections 2.1 and 4.1 of VTA's PT Guidelines.

The DEIR states that San Jose's General Plan designates Stevens Creek Boulevard as a future bicycle facility. VTA considers this corridor important to bicycle travel as well and intends to add Stevens Creek Boulevard to its network of cross-county bicycle corridors in the coming months. Please provide information regarding the future bicycle improvements that are intended for the proposed project site so that they may be considered as part of the work to add Stevens Creek Boulevard to the network of cross-county bicycle corridors.

TIA Review

Proposed Mitigation for Freeway Segments
Page 44 of the DEIR states that the results of the freeway level of service analysis indicates that the proposed project would create a significant impact on freeway segments on two

freeways (I-880 and I-280) in the project area. The DEIR also states that the proposed project would contribute a fair share contribution towards identified improvements on the southbound side of the I-880/Stevens Creek interchange to be negotiated during the funding process for the improvements. VTA strongly supports such developer contributions towards improvements related to the freeway system adjacent to the development.

VTA is currently undertaking a study for I-880, which includes reviewing improvements to the Stevens Creek Boulevard interchange at I-880, Monroe Street adjacent to Valley Fair Mall, and the Winchester Boulevard interchange at I-280. VTA encourages the developer's input and contribution on these improvements via coordination through the City of San Jose.

Mitigation to CMP Intersection
Page 46 of the DEIR states that there would be a significant impact on the CMP intersection Stevens Creek Boulevard/Winchester Boulevard if widening of the intersection to include a second southbound left-turn were found to be infeasible by the cities of San Jose and Santa Clara. If this mitigation is found to be infeasible, it is recommended that the developer provide a fair share contribution toward identified improvements at the adjacent CMP intersection at Stevens Creek Boulevard and San Tomas Expressway. An improvement was identified for this intersection as part of the County Expressway Study.

Pass-by Trip Reduction Rates
A twenty five percent (25%) reduction for pass-by trips was used in this DEIR. Please provide back-up documentation on how this percentage was derived.

Parking
The DEIR proposes an additional 114 parking spaces beyond the City of San Jose's zoning ordinance. The concept of not providing these spaces and using the land area for BRT accommodation should be explored working through the City of San Jose and with VTA.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	GP07-03-01	SJ0705	GPA	2/1/2007	2/16/2007

Keyes-Third Residential

1101 South Third Street, at the southeast corner of South Third and Keyes Streets

Description: GPA request to change the LU/TD designation from C/LI to HDR on a 7.98 AC site.

VTA Comments:

Site 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.

Bus Service
VTA provides bus service on Keyes Street adjacent to this development. In order to provide convenient access to transit service, VTA staff recommends that the City condition the developer to maintain the bus stop at its present location with the following improvements:

1) Maintain 22' curb lane or bus duckout with PCC bus pad per VTA bus duckout standards.
2) Provide 8' x 40' PCC passenger waiting pad.
3) Provide 10' x 55' PCC bus pad.
4) Show the bus stop improvements on the plans.
5) No trees or landscaping in passenger loading area.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PP05-142	SJ0711	MND	3/7/2007	3/14/2007

Happy Hollow Park

Bounded by Story Road to the north, Senter Road to the West, Roberts Avenue to the east, and Kelley Park to the south

Description: Renovation Project.

VTA Comments:

VTA provides bus service along Story Road adjacent to project site. In order to provide convenient access to transit service, VTA recommends that the project provide a new bus stop on Story Road, east of Senter Road with the following improvements:

1) A 22' curb lane or bus duckout.
2) A 10' X 55' PCC pavement pad.
3) An 8' X 40' passenger waiting pad per ADA requirements.
4) No trees, tree wells, or shrubs within the bus stop area.
5) A bus shelter pad.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	N/A	SJ0702	Conceptual Plan	1/19/2007	2/2/2007

Living Tomorrow

Description: Construction of 258 residential units.

South side San Fernando Street, between First Street and Second Street

VTA Comments:

Vehicular Access and Light Rail Tracks
VTA requests that the traffic to and from the proposed project will not interfere with light rail operations along First Street or Second Street and that light rail will maintain priority over other modes of travel.

Consider providing parking access to the site from San Fernando. The proposed configuration creates two opportunities for light rail/vehicle conflicts as well as a situation where vehicles intending to enter the site must wait for a light rail vehicle to pass, causing queuing.

If access can't be provided on San Fernando, then gates should be used for exiting vehicles. In addition, striping should be provided on the floor. The developer should also pay for electronic "trolley coming" and "no right turn" signs to warn traffic ingress and egress when a LRT vehicle is detected.

Pedestrian Interface
The proposed project shows that a majority of the first floor space will be allotted to an auditorium and meeting room. These uses offer no pedestrian interactivity. VTA suggests that these uses be relocated within the project and interactive, useful spaces such as retail or restaurants be provided in their place.

Building Design
The proposed design shows that the building will come to a square corner at both corners of San Fernando Street. Consider rounding or augmenting these corners so that visibility for pedestrians is less obstructed.

From the renderings and elevations provided, the current proposal appears plain and is not visually appealing. Consider some variance and texture in the design so that it is not just a basic geometric shape. Articulate the building face and provide a varied and interesting pedestrian interface. Highlight pedestrian and vehicle entrances so that the building is inviting.

Bus Service
The bus stop on San Fernando Street should remain with the following improvements:

1) No trees or obstacles in the bus stop loading area.
2) Provide a pull box, electrical hookup, and stub up for shelter installation.
3) Notify the developer of VTA's intention to install a shelter at the bus stop
4) Show the VTA bus stop on the plans.
5) The bus stop should remain active during construction.

Permit and Utility Construction
Please coordinate with Debbie Dionne concerning VTA Construction Access and Light Rail Restricted Access permits.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Sunnyvale	2006-1265	SU0701	Development Permit	2/1/2007	2/16/2007

111 Java Drive

111 Java Drive and Borregas Avenue

Description: Construction of three new office buildings totaling 387,196 SF on a 4,356 SF site.

VTA Comments:

Site Design

Given the proximity of the project to the Borregas Light Rail Station, it is important to design the project in order to maximize use of the existing transit facility. We support locating the buildings adjacent to the street to create a friendly pedestrian environment and to encourage pedestrian travel to and from the station. Signage should be located within proposed development directing employees toward the light rail station. Also, future occupants should consider taking advantage of VTA's Eco Pass program.

Bus Service

VTA provides bus service on Borregas Drive adjacent to this development. In order to provide convenient access to transit service, VTA staff recommends that the City condition the developer to maintain the bus stop at it s present location and maintain the existing improvements:

1) Maintain 22' curb lane or bus duckout with PCC bus pad per VTA bus duckout standards.
2) Maintain 8' x 40' PCC passenger waiting pad.
3) Maintain 10' x 55' PCC bus pad.
4) Show the bus stop improvements on the plans.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
Town of Los Gatos	PD-06-05	LG0701	Neg Dec	2/20/2007	2/22/2007

15200 Los Gatos Boulevard

15200 Los Gatos Blvd at Lark Avenue

Description: Construction of a 10,013 SF retail commercial building with 5 retail spaces and a high turn-over restaurant on an approximately 0.9 AC site.

VTA Comments:

VTA provides bus service on Los Gatos Boulevard and maintains a bus stop adjacent to the project site. In order to provide convenient access to transit service, VTA recommends that the developer be conditioned to provide the following improvements for the existing bus stop:

1) A 10' X 55' PCC bus stop pavement pad consistent with VTA standards.
2) No trees within the bus stop area.

PROACTIVE QUARTERLY STATUS REPORT
GLOSSARY

A	Agriculture Zoning District
ABAG	Association of Bay Area Governments
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
BT	Bicycle Technical
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
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
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