



## Comments on Selected Projects Reviewed by VTA

April, May, and June of 2007

23-Jul-07

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Campbell	PLN2005-155	CM0602	IS	5/11/2007	5/17/2007

### Creekside Center

**Description:** Construction of a 162 room hotel on approximately an 5.73 AC site.

**649 Creekside Way, at the Hamilton Avenue offramp from Highway 17 at Creekside Way**

#### **VTA Comments:**

Transit Supportive Land Use

The project site is located near the Hamilton LRT Station and is also near local and express bus service. Therefore, the proposed uses are supportive of transit ridership as an employment and hospitality destination.

Pedestrian Access

VTA recommends the use of the CDT Manual for site planning and providing clear and safe pedestrian access to the Hamilton LRT Station. Safe crossing of the Highway 17 off-ramp is also important.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Fremont	PLN2007-00233	FR0701	GPA	3/19/2007	4/19/2007

**Milmont-Santa Clara Development**

**49000, 49036, and 49086 Milmont Drive, south of Kato Road**

**Description:** General Plan for MDR (11-15 DU/AC) and HDR (27-35 DU/AC) for a 14.1-AC site.

**VTA Comments:**

Conflicts with the BART Extension Project Systems

VTA's BART Extension Project has identified the northwest corner of the property (519-1010-113-00) to be used for a systems facilities traction power substation and train control house. This systems facility is required for track crossovers in the immediate vicinity. This systems site will be approximately 64 feet by 330 feet.

The only identified access to this site is through properties 519-1010-113-00 and 519-1010-112-00 from Milmont Drive.

The above-mentioned systems and access road requirements are identified in the BART Extension EIR. No alternative location for this systems requirement has been identified.

Currently, there are no identified underground utilities that will be impacted but a utility investigation has been requested to confirm that conclusion.

**BART Extension Line Segment**

Adjacent to the project site, there are two UPRR tracks within the railroad corridor: 1) the WP alignment (eastern alignment); and 2) the SP alignment (western alignment).

VTA will be adding one track adjacent to the SP alignment and removing the WP alignment. We will be installing the BART System (two mainline tracks) on the old WP alignment. There will be track crossover near this development.

The proposed residential development needs to anticipate these activities and mitigate for anticipated construction and operational noise and vibration impacts.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Morgan Hill	ZA-07-08	MH0703	PUD	5/11/2007	5/16/2007

**Morgan Hill Shopping Center**

**Description:** PUD with a 79,400 SF retail center and 25 SFR on a 10 AC site.

**Northwest corner of Highway 101 and Laurel Road**

**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. 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 Morgan Hill	SR-07-07	MH0608	N/A	5/21/2007	5/22/2007

**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 and Butterfield Boulevard. 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 a new bus stop on Butterfield Boulevard, east of Main Avenue:

- 1) A 10' X 55' PCC bus stop pavement pad.
- 2) 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	ZA-04-18	MH0704	Bus Stop	5/31/2007	6/6/2007

**Hale-Monterey Residential**

**Description:** Construction of 80-100 SFR on an approximately 30 AC site.

**Between Hale Avenue and Monterey Road, 2300 feet south of the intersection of Tilton and Hale Avenues**

**VTA Comments:**

VTA provides bus service along Hale Avenue adjacent to the project site. We have no specific recommendations concerning bus stop improvements at this time but we request the opportunity to review development plans when they become available.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Mountain View	N/A	MV0702	Bus Stop	5/9/2007	5/11/2007

**Kentucky Fried Chicken at Mariposa and El Camino**

**Description:** Bus stop improvements.

**Northwest corner of Mariposa Avenue and El Camino Real**

**VTA Comments:**

VTA provides bus service along El Camino and maintains a bus stop adjacent to the project site. The development proposal shows relocation of the existing bus stop along El Camino in order to accommodate the development. The proposed new location of the bus stop and the 80-foot PCC bus stop pavement pad to accommodate articulated buses is acceptable to VTA.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDC06-055	SJ0718	Bus Stop	6/4/2007	6/5/2007

**Leigh & Foxworthy Subdivision**

**Description:** Subdivision into 23 lots.

**Southeast corner of Leigh and Foxworthy Avenues**

**VTA Comments:**

VTA provides bus service along Leigh Avenue 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 10' X 55' PCC monolithic pavement pad
- 2) An 8' X 40' passenger waiting pad per ADA requirements.
- 3) 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	PDC07-043	SJ0719	PDR	6/18/2007	6/29/2007

**South Baywood Residential Project**

**Northerly terminus of South Baywood Avenue, north of Tisch Way**

**Description:** PDR from R-M and CG to A(PD) to allow up to 140 SFR on a 7.88-AC site.

**VTA Comments:**

VTA's CMP requires a TIA for any project that is expected to generate 100 or more peak-hour trips or will add a volume of traffic to freeway facilities greater than one percent of the freeway segment's volume. 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.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	3-10081, PDC06-064	SJ0627	MND	5/9/2007	6/4/2007

**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 an existing bus stop on westbound The Alameda, opposite Bush Street. 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) Maintain the existing 75-foot PCC bus stop pavement pad (or replace if necessary due to modifications).
- 2) Maintain the existing 22-foot curb lane or install bus duckout, if necessary.
- 3) Provide an 8' X 40' 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	GP06-04-05	SJ0713	NOP	4/9/2007	5/4/2007

**Berryessa General Plan Amendment**

**Description:** TCR on 13.64 AC.

**1610-1650 Berryessa Road, between King Road and the San Jose Flea Market**

**VTA Comments:**

Conflicts with the BART Extension Project

VTA is planning to construct the Berryessa Station, Berryessa Station Transit Center, and various BART facilities in support of the BART Extension in the area proposed for this GPA. Attached are plans from the previously approved BART Extension Final EIR and the Supplemental EIR (in progress) that show the proposed BART improvements for this area. These proposed BART facilities would conflict with development on portions of this site.

Proposed Density

Based on VTA's CDT Guidelines, a minimum project net density (i.e., excluding land for parks and roads) of 55 du/ac is required for this site. However, given the significant transit investment being made in this area, the site should support considerably higher densities.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	N/A	SJ0712	Scoping Meeting	4/9/2007	5/4/2007

**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:**

Bus Stop Improvements

VTA currently maintains 5 bus stops on Coleman Avenue between Hedding and Park Avenues. The EIR should discuss:

- 1) Potential narrowing of the width of curb lanes and bike/shoulder lanes at bus stops and if it will be necessary to mitigate conflicts of buses with traffic at these bus stops.
- 2) Replacement of bus stop improvements if impacted by the street widening.
- 3) Access to all bus stops consistent with ADA requirements.

BART Extension Project

The project involves widening of Autumn Street where it crosses the proposed BART Diridon Station. Based on discussions with City staff, it is anticipated that the BART project will be under construction prior to the Autumn Street widening project. However, it may be necessary to coordinate construction activities for the two projects.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PP06-100	SJ0703	EIR	4/12/2007	4/19/2007

**SJ Household Hazardous Waste Facility**

**1608 Las Plumas Avenue, bordered by Nipper Avenue**

**Description:** Relocation from existing Senter Road location to a 1.8-AC site. 77,500 SF area of operation that would include traffic queuing and unloading, sorting of materials, and assembling waste into bulk containers, storing waste drums, and staging of dumpsters.

**VTA Comments:**

It should be noted that the railroad tracks near the project site will not be in service once construction begins on the BART project. Therefore, it will be necessary to use trucks to haul materials to and from the site.

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	5/17/2007

**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:**

VTA acknowledges the efforts made to increase densities as indicated in VTA's Community Design and Transportation Manual. We also appreciate the significant coordination among VTA, the Flea Market owners, and the City of San Jose, reflected in the revisions to support BART operations and encourage transit system ridership.

As specified in the certified Supplemental State Environmental Impact Report for the BART Extension to Milpitas, San Jose and Santa Clara, VTA has designated the southern end of the San Jose Flea Market Site as "Future Transit Facility" for the BART project. Availability of this Future Transit Facility site and cost containment are crucial for the BART project as they provide VTA flexibility to support alternative parking strategies and options for construction staging and ancillary facility locations. Designation of this area, referenced "South Village Mixed Industrial/Commercial", for retail/office/industrial uses as proposed is inconsistent with the land use specified in the approved EIR for the BART project.

In order to provide convenient access to bus service, VTA staff recommends that the developer be conditioned to provide two bus stops in the westbound direction (just west of the intersections with the two new access roads) and two bus stops in the eastbound direction (just east of the intersections with the two new access roads). The bus stops should include 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 pad, per ADA requirements.
- 4) ADA pedestrian access to the bus stops.
- 5) No trees or planter strips in the bus loading zone.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	PDA00-49-02	SJ0612	PD Permit Amendment	3/20/2006	4/9/2007

**1451 Fruitdale Avenue**

**Northeast corner of Fruitdale Avenue and Southwest Expressway**

**Description:** Planned Development Permit Amendment to construct 91 multi-family residential units on a 1.87-AC site.

**VTA Comments:**

The bus stop location on Fruitdale Avenue and improvement plans are acceptable to VTA.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of San Jose	N/A	SJ0715	Bus Stop	4/17/2007	4/19/2007

**Bus Stop Improvement**

**Description:** Bus Stop Improvement.

**Corner of Alum Rock and McCreery**

**VTA Comments:**

VTA staff reviewed the plans regarding the building expansion and met with staff from the building developer, HMM. Due to the building expansion, it may be necessary to relocate the existing bus stop on Alum Rock Avenue. As a result, VTA recommends that the City condition the developer to relocate the bus stop to the east side of the driveway with the following improvements:

- 1) A 10' X 55' PCC pavement pad.
- 2) A minimum 8-foot wide sidewalk adjacent to the bus stop.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Sunnyvale	N/A	SU0001	TIA	12/12/2006	6/13/2007

**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:**

The bus stop plans, which incorporate a PCC bus stop pavement pad per VTA specifications, are acceptable.

Lead Agency	Agency File #	CMP ID	Type of Document	Document Received	VTA Response Date
City of Sunnyvale	N/A	SU0703	NOP	4/13/2007	5/10/2007

**Lawrence Station Road Project**

**1275 and 1287 Lawrence Station Road, at SR 237**

**Description:** GPA & RZ to develop up to 349 residential units and between 14,400 and 72,000 SF of commercial/office uses on a 6.63-AC 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 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.

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.

Proximity to Transit

The proposed project is located within half a mile of the Vienna LRT Station. VTA suggests that the project incorporate the following improvements to encourage transit usage:

- 1) Install signage on site directing residents and employees to transit.
- 2) Provide a direct, safe and aesthetically pleasing route from the site to local transit stops.

Bicycle Parking

VTA recommends that the residential portion of the project include 116 Class I bike parking spaces and 23 Class II bike parking spaces. The bicycle racks should be located in a visible location either within 50 feet of the main public entrances. From the provided description of the project, it is unclear how large the commercial portion will be. To estimate the VTA recommended supply, siting and design of bicycle parking for the commercial portion, please consult the VTA BT Guidelines.

## 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	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
MDR	Medium Density Residential		
MM	Mitigation Measure		